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SEPTEMBER
1986
VOLUME 12
NO. 9

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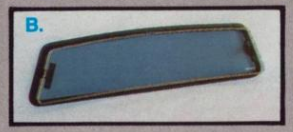

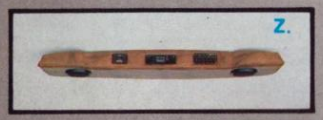

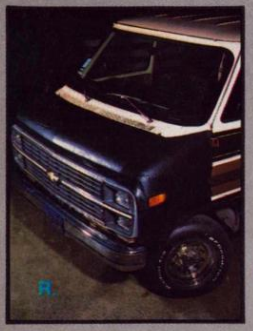

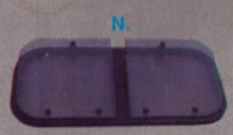

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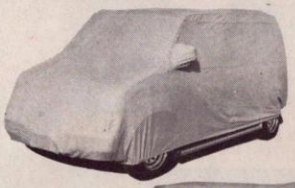

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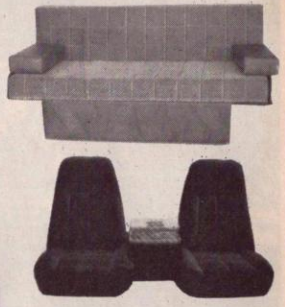

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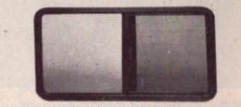

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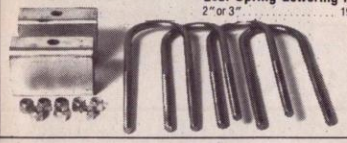

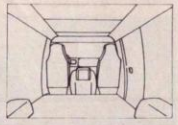

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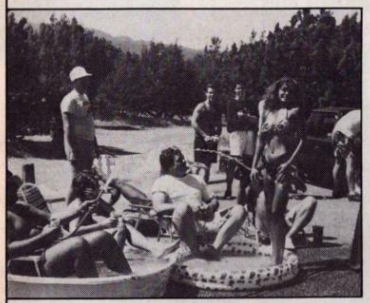
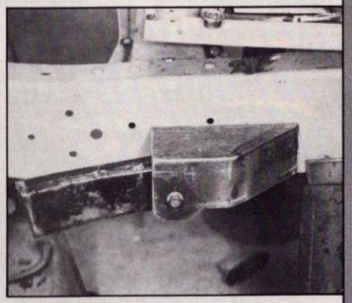
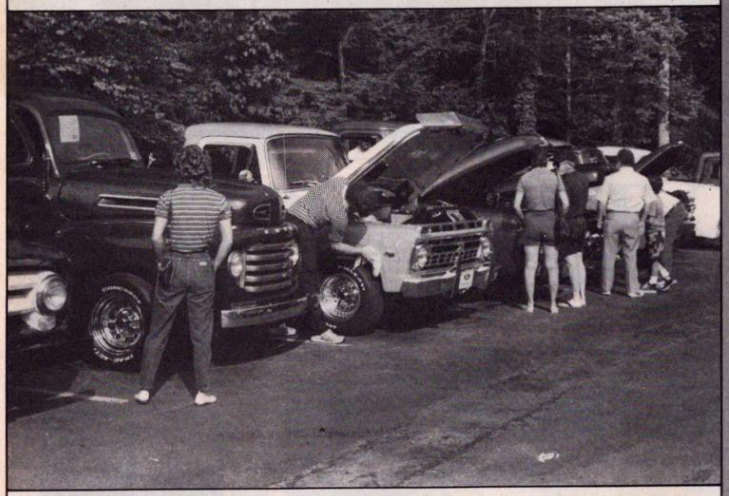


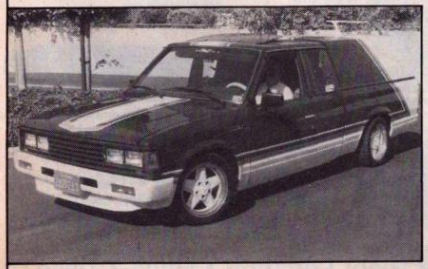
28 Keeping it cool in the California desert.



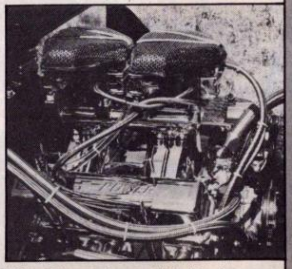
34 Add that Corvette independent suspension to your truck.



56 F-1s and F-100s mix it up at the East Coast Nationals.



64 Harrill's Nissan is a sound stage on wheels.



70 Chevy fans will fall in love with this farm truck.

FEATURES

IROC-S **26**
What kind of pickup would you get if Chevrolet crossed the styling of a Camaro IROC-Z with an S-10 pickup? Pretty close to what we have in this issue of *Truckin'*. Check it out for yourself.

After Madness II **28**
First came Desert Madness, then came After Madness back in '85. Over 800 mini-trucks and about twice as many people attended the second year of this wet and wild desert weekender. It was a crazy, hot and wet party.

Over The Pond **32**
Custom parts and services are a lot more difficult to come by in Great Britain, yet these two truck owners more than got the job done on both a British Bedford van and Morris pickup. Check the frame job on the Morris.

Vette Suspension for F-100s **34**
One sure way to add those extra show points is to install an independent rear suspension. One of the most popular swaps is putting the Corvette assembly underneath a classic truck, in this case an F-100.

Back In Time **40**
This truck started out as a dream based on a crumpled photo from high school days, that has now turned into a reality. Question is, can graphics be successfully applied to a step side bed? Here's one design that works.

Red 'N Rad **48**
If you can get your eyes off of the model long enough to take a look at this truck, you'll see that a positive design and the use of the Euro-sport look can save bucks as well as creating a unique and attractive look.

Stereo Buyer's Guide **51**
Confused about what stereo creates the best sounds for your truck, and at a price you can afford? You're not alone. But, take a look at what is available for the consumer today, before you make that big investment.

Gatlinburg '86 ..... **56**
This year marked the first year that the event was staged at the Gatlinburg Holiday Inn, and also the largest crowd to ever make it to this picturesque mountain community in Tennessee. Where are all these old Fords coming from?

Chevy Two **62**
Our publisher, Tom McMullen, is shoehorning two small block Chevy engines into the confines of a chopped top '67 GMC van. We can't wait to see the rear tires smoke 'em up on this wild creation.

Sound Investment **64**
Besides being our cover truck, this Nissan features walk-through construction and a sound system that will rival most outdoor concert events. Don't be fooled by the modest paint. This mini-truck is radical to the max.

Class Comanche **66**
Yes, AMC/Jeep introduced a two-wheel drive version of the Comanche pickup in '86. Take a look as we take it through the customizing paces with this stage of street trim modifications.

BLT4U2C **70**
Classic Chevy pickups can be built in many ways from restored stockers to the extreme with heavily chromed engines and show quality paint. Don't guess any longer about this hauler fitted with the appropriate license plate.

Lower Your Nissan **74**
Lowering your pickup, especially if it is a Nissan, can be a problem as stock crossmemebers tend to be the first items to get caught up on road hazards. Now, there is a new way to raise them up for additional clearance.

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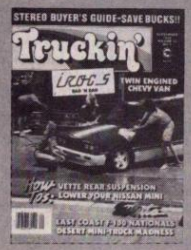

ON THE COVER

Looks like party time in the driveway with Stacey Hughes, Bill Harrill, James Ramos, Craig Herrera and Lisa Bostock taking care of the weekend truck-care needs of James Ramos' black Nissan and Craig Herrera's blue and white Nissan. Larry Saavedra picks up the photo credits and phone numbers.

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SUBSCRIPTIONS: U.S. and U.S. possessions, $19.95 for 12 issues; $34.95 for 24 issues. Add $6.00 a year (cash payment in U.S. currency only) for countries outside U.S. and possessions. Add $36.00 for first class air mail delivery outside U.S. and possessions. TRUCKIN' Subscription Department, McMullen Publishing, P.O. Box 15690, Santa Ana, CA 92705-0690. Single copy price, $2.25. Allow 8-10 weeks for delivery of first issue.

CHANGE OF ADDRESS/SUBSCRIPTION PROBLEMS: Six to eight weeks notice is required on all changes of address. Please include current mailing label information with all correspondence. Subscription Department, P.O. Box 15690, Santa Ana, CA 92705-0690.

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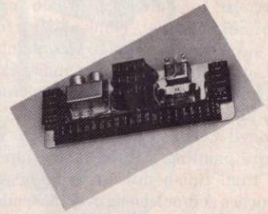

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Editorial

BY STEVE STILLWELL

One of the most important steps to a frame-up rebuild on any older vehicle is to pre-assemble it before you get down to the serious business of final assembly. Although the black and white photo of my 1955 Truck Rod might deceive you into thinking that it is about ready for paint, it actually has a long way to go . . . but, the more I think about it, a lot of the work has already been completed.

Just to review the highlights of construction to date, the frame modifications came fist. Think about it for a second. You don't want to start painting and such, then turn around and work on the frame, although I have seen trucks built in this manner. I like to have any planned mechanical work out of the way before painting, just to avoid chips in the final finish due to working with wrenches and/or leaning over the fenders.

Sitting underneath that patchwork of cab and fender color is quite a unique chassis. Up front is a 1974 Malibu station wagon front clip, which not only improves the ride with independent suspension, but brings with it power steering, disc brakes and about a four-inch drop in ride height. This was installed through Golden State Pickup Parts at a cost about equivalent to the price of a custom disc brake kit! Continuing to the rear, a four-link setup and coil-over shocks were installed which allowed room for the massive 19.50x33 Mickey Thompson tires and 14-inch wide Center Line wheels. Using the four-link made by TCI Engineering, the tire/wheel combo fit underneath the fenders (by notching the bed) without narrowing the frame. Aside from dropping the front suspension a couple more inches via spring or spindle modifications, the major frame modifications were completed.

Then, in the July and August issues, I worked with Dennis Livingston and Joe Ploner, former owners of Seemore Louver Company, as they lowered the lid three inches. After dropping the suspension, the cab just stood up there like a phone booth. As you can tell from the photos, removing three inches out of the cab height improves the looks of the truck without making it so radical that the men-in-blue spend too much time eyeballing it. Incidentally, wait until I install the glass and window rubbers before you make judgement on the amount of the cut. Believe me, the windows are going to look substantially smaller with the fat, black rubber in place.

A good point to remember when becoming an older truck rebuilder — try and find a truck that is as complete as possible. I purchased a '55 that had been stored for over five years after an unsuccessful engine swap attempt. The prior owner told me, "Heck, we used to load up the dirt bikes and drive it into the rough as far as we could go." During tear-down, I found a few body parts that prevented it from going any farther, and aside from replacing several fenders, I had to opt for a better cab due to damage to the lower front corner on the driver's side. I'm not sorry that I bought this truck, but I could have save both time and money by hunting a little longer . . . I think.

In any event, I put the truck together with a bolt here-and-there for a look-see at the fit of parts. Then, I walked around it marking seams that have to be adjusted and dents to be taken care of before I tear it apart, all the way down to the bare frame for the final build-up. I projected a year to build it and it looks like I'm on schedule, wouldn't you agree? ■

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Readers Rap

F-100 PARTS

I am the proud owner of a 1954 Ford F-100 and would like the following information. I would like to lower my front end and need to know where I can get some lowered shock mounts, stiffer front shocks, a dropped front axle of more than 2½ inches. Also, a front sway bar or would a four-bar or split wishbone system work?

The braking needs improvement so I would also like info on a disc brake kit that would work, a nice padded steering wheel and rear sway bar.

John Parlier
Joliet, IL

John, it sounds like you have just entered the Truckin' *sport and welcome aboard. As far as answering your multitude of questions, we have a number of advertisers who specialize in NOS, reproduction and custom parts specifically for Ford F-100s. My suggestion is for you to contact all of them and acquire their catalogs. Check out their parts, services and prices as several of these companies offer the axle, shock and disc brake kits that you inquired about.*

As for the four-bar or split wishbone front suspension assemblies, your question alone tends to make me think that you are currently a street rod fan. We haven't seen a front four-bar system and a split-wishbone system would mean using a buggy spring setup, which would seem to be more of an antiquated suspension than you now have. We suggest that you search out the dropped axle or consider the addition of a front frame clip from a car, which is a very popular modification these days.

FUELISH QUESTION

I have been restoring and customizing a 1954 Chevy half-ton for the last eight years. I'm having lots of fun. I have one problem in particular that I seem not to be able to solve.

My problem is how to make my Auto Meter gas gauge work properly with the original tank. I've tried changing floats, the resistors attached to the float and even tried other gauges. I just can't find a way. I have twelve gauges right now and all of them work properly — except for the gas gauge. Please, you are my last hope. I don't want to run out of gas and I'm tired of going in and out of gas stations only to find out it is full!

The engine is a built 350 with trips and it gets a little hungry when I drive it hard. Enroll me for one more year on my subscription and keep the great magazine coming. Let's see some more '54s.

David Cunha
E. Providence, RI

I pulled the Auto Meter catalog which we have on file and checked the pages on fuel gauges. The first hint of a possible problem is in the gauge selection. Seems as though you should have a gauge setup for a GM system. Then, there is the note. "These fuel level gauges connect to the stock sender in the fuel tank. It is recommended to measure the ohms resistance with the tank empty and full to verify." In other words, to verify if your stock sending unit is varying the resistance so the unit is in fact working.

What you didn't say was what happened when you tried the other gauges. I have to assume that they didn't work either, which points the finger at the gas tank's sending unit, as they do wear out. At this point, I would be looking up the services of an automotive electrician since you are dealing with electricity inside the fuel tank. Last, but not least, contact Auto Meter Products, Inc., 413 W. Elm St., Dept. TR, Sycamore, Illinois 60178 and speak with a technical advisor.

DRIVE 'EM

Lately, I've seen more and more trucks being trailered to truck shows. I've been in a few shows and have done pretty well, but I've never trailered my truck anywhere. I have nothing against this — I'm glad these folks can afford a tow vehicle, trailer and show vehicle, but the bottom line is, most poeple can't afford to keep up with these trucks. After the show is over, where only a few people keep taking home the beans, the other people are going to say the heck with it!

There are no sour grapes, I'm just saying to car and truck show promoters, make a trailered or open class for vehicles which are trailered or plainly not street driven. I enjoy showing my truck and I hear what people say and I don't want to see this facet of truckin' in Florida to die.

Billy Stewart
Dade City, FL

There's a lot to be said about shows, both pro and con, and you have to remember that they are called promoters because that's what they do. They have to put up the bucks to rent a building, advertise, pay employees and then hope that enough people will pay to get in to turn a profit. It's simple mathmatics — no profit, no show next year. On the other hand, enthusiasts who join the show circuit do so to win and they quickly learn the tricks of the trade — such as the use of enclosed trailers to retain the chrome and paint's finish. However, your point is well taken and you should discuss your suggestion with the show promoter the next time you enter your truck, but before judging. By the way, most truckin' events already make a distinction between driven and trailered vehicles during their shows and trophy presentations.

TOO MUCH GRUNT

I'm in the process of fixing up a 1955 Ford F-100. Could you tell me about any information on converting my standard steering into a power steering unit?

Ron Turner
Winona, KS

Through the years, we have seen numerous types of homegrown power steering conversions, but one of the easiest methods is to purchase a conversion kit, such as the one shown in SoCal Pickups' ads. SoCal's catalog is $6.95 and they are located at Dept. TR, 6321 Manchester Blvd., Buena Park, CA 90621. ■

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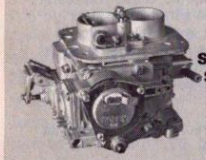

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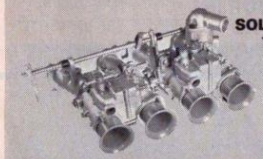

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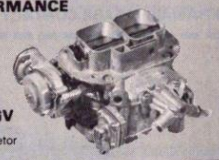

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Shop Manual

BY FRANK ODDO

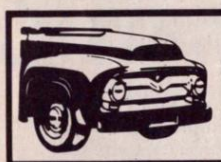
OCTANE BLUES

Q I am rebuilding a 351C for my 1955 F-100. I have installed TRW forged flat top pistons, "quench combustion chamber" heads, a Competition cam (268 degrees duration, .494-inch lift) an Offy Dual Port 360 manifold with a Holley 600 "double pumper" carb, and Appliance headers. The engine has been balanced. My question is, what kind of gasoline should I use, and should I use fuel additives? Would I have to do anything special to burn unleaded gasoline? The octane ratings of the gasoline in my area are 86 for regular, 85 for unleaded, and 89 for premium unleaded. All gas is available with or without ethanol. I plan to do very little around-the-town driving, mostly on the highway, sometimes pulling motorcycles or snowmobiles over mountain passes. My transmission will be a C-6 automatic. I also have a Ford nine-inch rear end, what gears would you suggest?

Randy Pedersen
Colorado Springs, CO

A *Randy, if I read your letter correctly, you haven't put your truck on the road yet, you are just anticipating what problems you may face with regard to your engine and the various gasolines you will be stuck with. (And I use the word "stuck" advisedly.) As you may know, on the average, as much as 40 percent of all new cars ping (detonate) when put under a load, regardless of which fuel they use. And, although I don't have any statistics for high-performance engines, I'll bet my bottom buck the number is significantly higher than 40 percent. We who build hopped-up engines just cannot seem to accept the fact that modern gas is simply not formulated for old-timey performance. That's why if you had asked me about your cylinder heads* before *you had build your engine I would have advised you to use the lower compression "open chamber" heads even though your overall performance would suffer. Be that as it may, you have what you have, so let's see what we can do to make life a little more bearable in the fast lane. Before you change anything in your engine, however, it is a good idea to shop around for a brand of fuel (and an octane rating) that is most compatible with the requirements of your engine. Gasoline is not a simple product. In fact, it is a very complex chemical compound of hydrocarbons along with a wide variety of proprietary additives designed to have an effect on the volatility, specific gravity, ignition temperatures and resistance to self-ignition. That means that Company A's Double Throw-Me-Down Super Juice rated at 89 octane may well be chemically different from Company B's Hyper Atomic Squeezings . . . which is also rated at 89 octane! The point is, you will have to actually sample each and every brand to see if possibly your truck finds one more "user friendly" than another. Start with the leaded regular fuels first. As long as you can still get leaded fuel, no matter how little lead it contains, use it up. Some day it will be all gone . . . and we'll miss it. At any rate, use at least two tankfuls before you draw any conclusions. I probably should point out at this juncture that there are two test procedures used to obtain octane ratings. One is the Research Octane Number (RON) which uses slow engine speed and low engine temperature to extrapolate full-throttle, low-speed detonation resistance. The other method is called the Motor Octane Number (MON) and it draws inferences about mid- and high-speed detonation resistance using higher engine speeds and variable spark advance. What you see posted on the pump is an* average. *And, of course, the pitfalls of averaging anything like that should be obvious. (9 and 1 add up to 10, but so does 5 and 5!) But back to your engine. If regular fuels won't eliminate the ping that we are assuming will develop in your 351C, try the premium unleaded fuels. If none of these help, all is not lost. (But your experimentation will drag on.) Try a blend of the most compatible regular you found with the most compatible premium unleaded you found. Mix it 70 percent leaded to 30 percent unleaded. Troublesome? You bet, but if often seems to work. The reason lies somewhere in the mysteries of gasoline chemistry, but the fact is you sometimes get a higher* functional *average octane rating than either regular leaded or premium unleaded has alone. As for fuel additives, most of them work, but like blending your own fuel, it does get to be a bit of a drag as time wears on. Be that as it may, there are three different types of what are commercially called "octane enhancers." The aromatic aniline formulations have worked best for me in the past. They are mixed with the highest obtainable octane-rated gas at the rate of 1 quart to 20 gallons. As you might expect, they are very costly and could easily add dramatically to your weekly gas bill. But whatcha gonna do if you have an engine with expensive tastes? Ethanol-enhanced fuel is more of a gasoline susbtitute than an additive, but in some engines it seems to work quite well. All I can suggest is yet more experimentation. If, after all of this, you still experience more pinging or detonation than you think you should, you can try retiming your engine. Back off on the advance about two degree increments at a time with a couple of days driving in between to evaluate changes. As you know, however, if you retard the timing too much, you will experience a performance drop, and after all of this that's not what you want. You can also enrichen the fuel mixture slightly. But carefully note the original carb settings so that if it* doesn't *work, you can go back to what made the truck run well. With these changes, however, you don't need much time to fully evaluate them. A couple of hours on the road, and up and down a few steep Colorado hills should pretty well clue you in. If you can't feel (or hear) any difference, go back to the previous settings (assuming you were running well* there *and getting decent mileage). Although you didn't specifically ask about water or alcohol injection, no discourse on modern gasolines and high-performance engines would be complete without at least mentioning them. The trouble is, many of the aftermarket units (some of which have been highly touted) have not quite lived up to the ad copy. Of course, inasmuch as the really pretty slick computerized electronic fuel injection induction systems on 1985 and 1986 cars* still *have more than their share of detonation, well . . .*

As for your rear gear concerns, one of the outstanding beauties of the nine-inch FoMoCo rear with its drop-out gear carrier is the fact that gears can be changed easily . . . and gear sets in a wide variety of ratios are readily available and reasonably priced. So don't try to solve all your problems with the first ratio you try. But if your rear tires are much taller than 26 inches, try a 3.70:1 ratio. If they are much shorter than 24 inches try 3.25:1. If they are in the middle, about 25 inches, try 3.50:1 which are, incidentally, my favorite all-round street gears for tire diameters of 24-26 inches. ■



Ford 1940-1966

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'48/'52 Vent Window Rubber $30.00 pr., '53/'55 $40.00 pr.
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'40/'60 Windshield Wiper Blades $4.00 ea., '40/'60 Wiper Arms $6.00 ea.
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'48/'56 Cowl Vent Gasket $6.00 ea.
'48/'52 Front & Rear Fender Anti Squeek (50 ft roll) $15.00
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(Headliner Kits Must be Shipped by Truck Because of Size)
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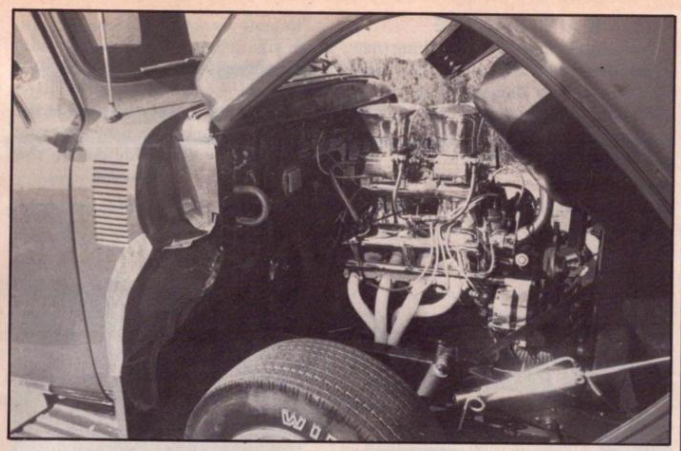

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Just Mini Truckin'

BY DIANE E. NELSON

Sho-N-Shine

Combining more than one specific type of vehicle at events is becoming more common with the passing of each season. Mini-trucks and vans are the usual combination, but now and again, some mini-truck-oriented organization gets gutsy and hooks up with Volkswagens.

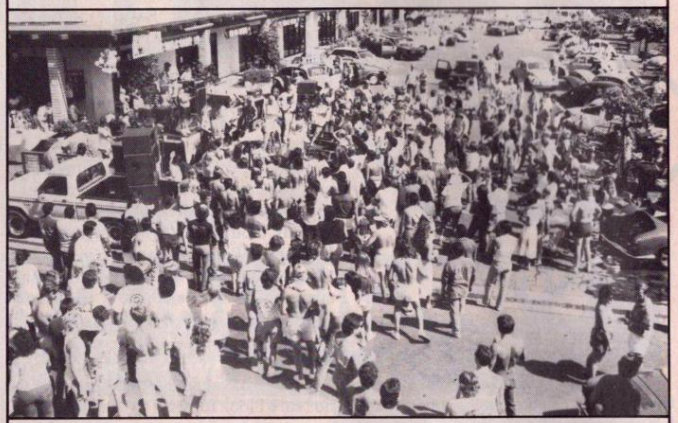
Pick-Up Parts of Mission Viejo is, obviously, a truck accessory store, while their across-the-driveway neighbors, Unique Imports, deal mainly in VW-type parts. After discussing the merits of a parking lot show to promote their businesses, the two companies contacted Paradise Truckers and Southern California Volksters to host the event, and what resulted was a beautiful, hot, sunny day in Mission Viejo filled with about 100 clean, classy pickups and bugs, and hundreds of spectators.

Pick-Up Parts and Unique Imports will be doing it again at the beginning of next summer, so if you'd like to join in on the fun, contact Pick-Up Parts at 714/472-0390 or Unique Imports at 714/951-5201. Or, get your friends or club together and try a "parking lot show" in your hometown. It's a good way to help out local accessory, stereo or parts stores *and* promote your club.

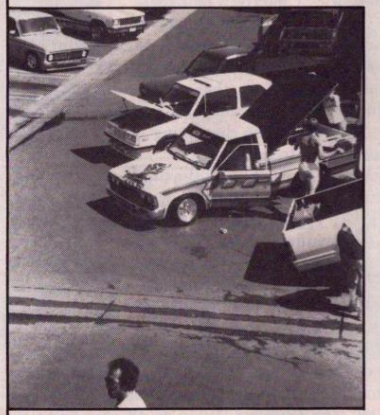
ABOVE — And the winners are . . .

Now, enough chatter. Check out the photos for a taste of what can happen when two entirely different species of vehicles are brought together — one super, successful Sho-N-Shine. ■

ABOVE — Everyone enjoyed the rock n' roll antics of Nightfall while browsing through the show.



ABOVE — According to all the guys at the Sho-N-Shine, the wet T-shirt contest was the highlight of the day.



ABOVE — Though the parking lot at Pick-Up Parts and Unique Imports is far from small the cars and trucks showing did a good job filling it up.

RESULTS

Best Interior:
Al Garcia, independent
1984 Chevy S-10, Low 4x4

Best Paint:
Al Garcia, independent
1984 Chevy S-10, Low 4x4

Best Motor:
Kevin Pinciotti, After Hours
full size Chevy

Best Full Size Truck:
Kevin Pinciotti, After Hours
Chevrolet

Best Display:
Adam Renteria, Elite Customs
1979 Datsun, ABACAB

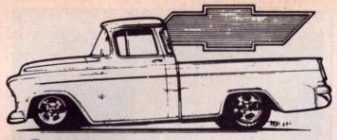
Best Radical Mini:
Adam Renteria, Elite Customs
1979 Datsun, ABACAB

Best Stock Mini:
Gary Higbee, Foul Play
1985 Nissan

Best Off-Road Truck:
Kevin Miller, independent
1981 Toyota 4x4

Best Overall:
Freddie Blacksher
1964 VW, Rag Chop

PHOTOS BY GARY POMEROY



chevy corner

BY SETH DOULTON

Windows can mean comfort and increase the value of your Chevy/GMC truck

From 1947 through 1959 there was a deluxe cab GM offered that has become the most collectable of the pickups. The 1947 through 1955 first series deluxe cab is referred to as the five window cab. The cab of the truck has rear corner windows that really help the rear view from the cab, as well as add to the looks and value of these early haulers. Contrary to the belief of some, the five window cabs were available all nine years from 1947-1955 first series. Because of the option and its popularity, the five window cab's value can be as much as $500 to $1,000 more than a standard cab truck of the same condition.

In 1955 GM introduced the wraparound windshield and the wraparound "big back window." The wraparound windshields did receive some heavy criticism for two reasons. One complaint was that the curve in the windshield had a tendency to distort the vision of the driver and passenger. The other complaint was that because of the windshield wrapping back to the door post it made entry into the cab hard, and one could easily bang one's knees. Well, let me tell you this much: I have driven and owned 1955-1959 Chevy and GMC pickups since about 1969 and I have never had my vision distorted. Not so much as one pink elephant. My five-foot, nine-inch frame has bent right into the cab without one injury. May I add, my wife Meridith has also made the trip safely hundreds of times.

While we're on the subject of complaints, I do agree with the change GM made in 1957 by lowering the steering column with a deep dish steering wheel. The tall flat 1954 through 1956 design was a bit uncomfortable and the horn button could be hit with the elbow by mistake.

The big window cabs have become so popular that a good rust-free cab alone can be worth as much as $500. The rear window glass itself sells new for around $200. The big window trucks in the same condition as the small window trucks can sell for as much as $1000 more.

Even though the big back window cab seems to be the more sought after and more popular, there are some enthusiasts who prefer the small window trucks. The smaller window does create more privacy and shields the sun from your back on long trips. And, for those who are set upon a chopped top, the smaller windows facilitate the work because of the laminated glass. Tempered glass on the big backs are extremely difficult to cut. Some big back window owners have remounted the window lower in order to chop the top without cutting the glass!

Whether you are currently restoring or planning to restore a small window or big back window cab, take into consideration not only the popularity of the large window cab, but also your personal preference. ■

— Seth Doulton

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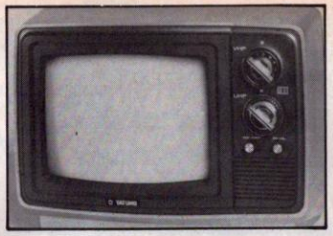
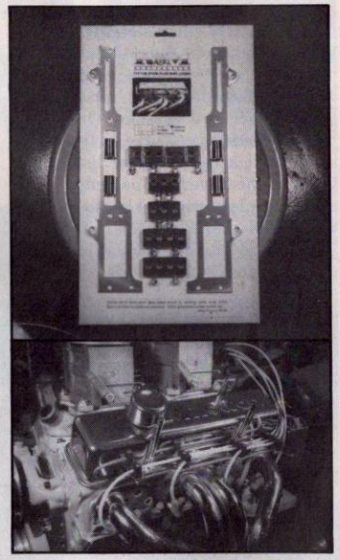


BOOB TUBE TO GO

Currently available from Tatung Company of America is a nine-inch portable color TV specifically designed for those who won't miss Miami Vice even at a truck run. Including features such as front controls for easy adjustment and a front speaker which prevents sound from being lost when the TV is placed in small spaces, the Model 9-CRV measures under 14 inches wide, 11 inches high and 13 inches deep and weighs less than 21 pounds. Operating on either AC 120 volts 60 Hz or DC 12 volts with car/boat adapter, or optional DC 24 volt battery pack, Tatung's portable color TV comes complete with earphone. For more information contact a Tatung dealer near you or write Tatung Company of America, Consumer Electronics Division, 2850 El Presidio St., Dept. TR, Long Beach, CA 90810.



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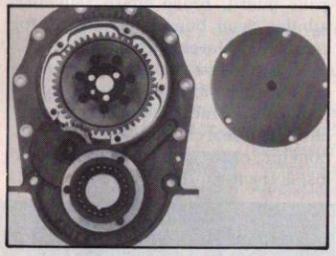

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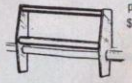

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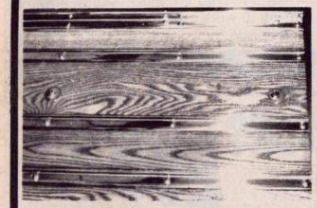

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Truckin' Today

BY LARRY SAAVEDRA

THREE-WAY VICTORY FOR TEAM MAZDA

LOS ANGELES — It's been a long time coming, but the Mazda Racing Team has finally made it into the spotlight with victories in three different forms of motorsport competition over a recent weekend.

Glenn Harris' victory in Mickey Thompson's Off-Road Gran Prix event at the Rose Bowl in Pasadena — the first ever for Mazda in an off-road race — highlighted the winning weekend for Team Mazda. The same weekend, Tom Kendall and Dave Jolly of Team Mazda both took first place finishes in their respected fields of competition.

According to Damon Barnett, Mazda's motorsports division manager, "After that weekend (three IMSA class wins at Riverside), we went in with the feeling that we could do well. But we knew it wasn't going to be easy, and it wasn't!"

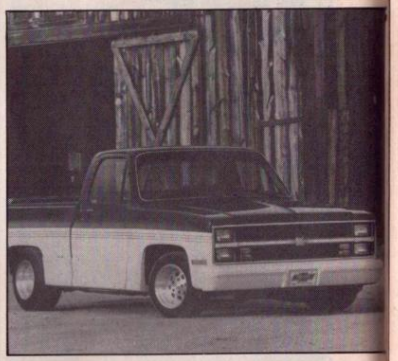
FORD RANGER GETTING FACELIFT

LAS VEGAS — After a record-setting year for Ford Motor Corporation, executives there announced the introduction of the all-new Sport Appearance Package for the 1986 Ford Ranger to begin later this year.

Speaking at a news conference in Las Vegas, Ford Division General Marketing Manager Ross H. Roberts said, "Ford is continuing to answer the needs of truck-buying consumers by introducing a factory-installed Sport Appearance Package and a Special Value Program for the 1986 Ford Ranger sport trucks."

The new package, available from the manufacturer as an industry first, is available on all 4x2 and 4x4 Ford Rangers in regular cab and SuperCab configurations. Included is an electrostatically applied black powder-coated grille guard, brush guard rally bar, tubular rear bumper, Marchal fog lamps and Marchal driving lamps.

"For the first time, to enhance the appearance and functionality of Ranger, a truck customer doesn't have to search for add-on components, order them individually and install them himself," Roberts added.



CHEVROLET INTRODUCES CONCEPT SILVERADO PICKUP

WARREN, MICHIGAN — Chevrolet's Silverado SS pickup is more than just another sharp-looking concept truck . . . it's a sleek powerhorse that charges 0-60 mph in about seven seconds and boasts a 5.7 liter Corvette Tuned Port Injection V-8 designed with one thing in mind — speed!

The "Silverado SS" is a design and engineering concept truck that also features black and white two-tone paint with blue highlights; lower trim heights with wraparound ground effects; 928 Center Line satin finish forged aluminum wheels; wraparound taillamps, a center-mounted license plate pocket incorporating the tailgate release; center exhaust; and a blackout grille.

Check with your local GMC/Chevrolet dealership for availability. ■

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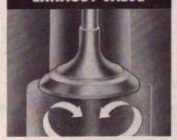
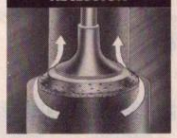


EXHAUST VALVE RECESSION



That's important to know. Because without lead lubrication, heavy loads and high rpms can actually destroy engine exhaust valve seats in as little as 5,000 miles (50 operating hours in boats).

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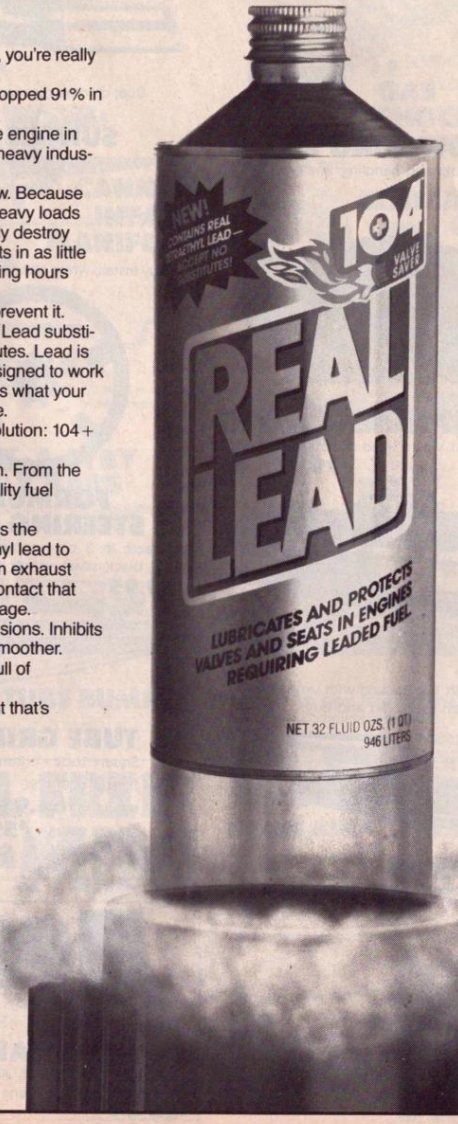
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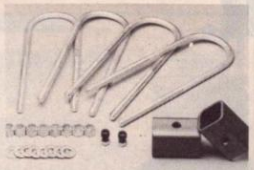

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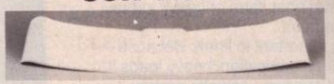

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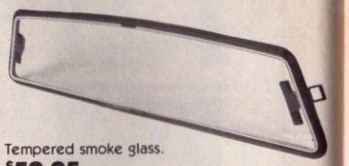

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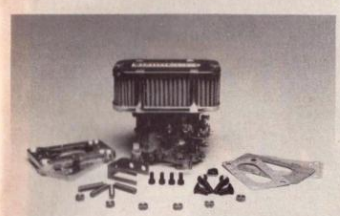

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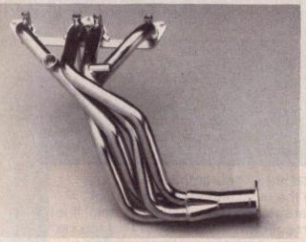

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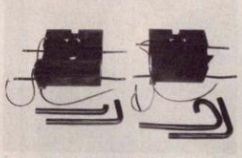

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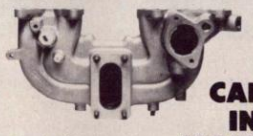

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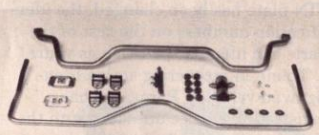

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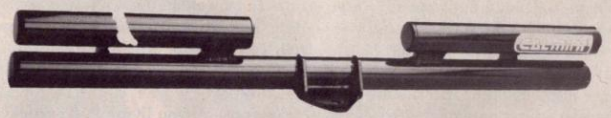

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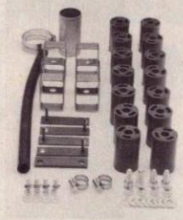

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Excuse Me, That's My Truck

BY DIANE E. NELSON

Theft control is a major concern for automobile owners. Whether your truck is a high-dollar custom or just the love of your life, it's *yours* and you probably want to keep it. Alarm systems are the most common type of theft deterent system, but thieves can bypass them and drive your truck away — if you remembered to set it in the first place. There are also other means of disabling your truck, but again they can be bypassed and they must be activated every time you park.

The Paragrave Corporation is now offering Identigrave, a theft deterent system that, once "installed," you never have to think about again.

Paragrave manufactures an engraving system designed for glass etching such as the custom artwork on the windows of many show trucks, and Identigrave is just part of the package. Identigrave works by engraving an identification number such as your truck's VIN or license plate number on your windows, frame, body parts and even the engine block. The engraving goes deeper into the surface than acid etching making it very difficult to remove. And, since most thieves will part out a vehicle rather than the old give-it-a-paint-job-and-switch-the-plates, a truck with identified parts is much less attractive. Studies have shown that identification can reduce the chance of theft by over 80 percent.

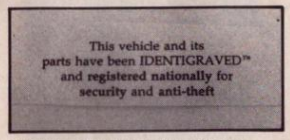
Besides being a deterent, identifying your truck can assist in recovering it if, by chance, it is stolen. After all, the paint job and license plates may not be the same, but the custom tailgate and shaved door handles might look familar. And even if the VIN plate has been changed, the identification numbers on the rest of the parts can identify the truck as yours.

To aid in recovering stolen Identigraved vehicles, Paragrave has a registration service affiliated with the National Sheriff's Association in Arlington, Virginia. Just obtain the registration form from your Identigraver, and send it in with a small registration fee to the NSA who then enters the information (which includes your personal info, make, model, etc. of truck as well as the VIN, license plate, and what was Identigraved) into their computer — which is linked to all other law enforcement agencies in the country.

For those of you living in Kentucky or New York, identifying your truck with the Identigrave system can offer you another advantage — lower insurance rates. Insurance companies, currently just in those two states, are offering up to 10 percent off on insuring an identified truck, and other states should soon be following suit.

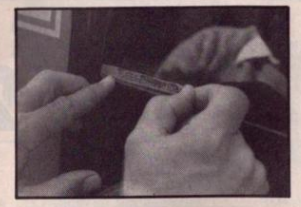
Now, you may not want to invest in a Paragrave Engraving System of your own — they're not cheap — but there are over 600 systems in use around the country. To find one near you, Paragrave has a toll free phone number: 800/624-7415.

No sirens, malfunctions, or maintenance — can you think of a better way to protect your truck? ■



ABOVE — This little sticker is one of the most important aspects of Paragrave's Indentigrave system; it lets prospective thieves know that the car parked next to your truck would be easier to dispose of and more profitable, yet is small and indiscrete enough to not interfere with your truck's appearance.

ABOVE — Step one in identigraving is to create a stencil. In this exercise we're using the VIN for identification, and it is traced onto adhesive-backed, photo sensitive stencil material using a lettering stencil.



ABOVE — Next, place the stencil where the engraving is to be done and, using Paragrave's ultra-high speed drill (400,000 rpm), simply trace. Note that side windows can also be etched below door level on the inside by removing the door panel.

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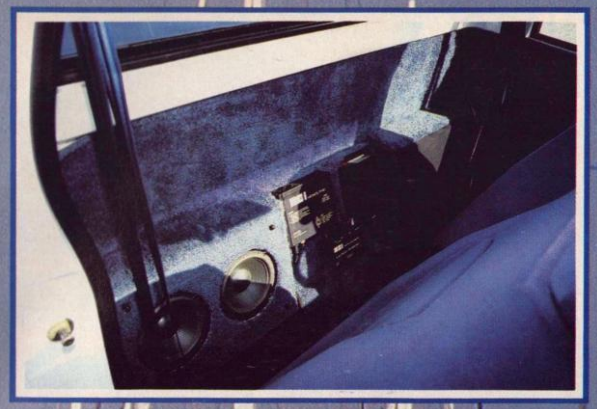


Truckin'

Michael Jordan
Long Beach, California
1985 Chevy S-10

PHOTOS BY MICKEY McIVER

IROC-S

BY STEVE STILLWELL

Some years back, Roger Penske, Jay Signore and Les Richter came up with the idea of having the world's best race car drivers compete against each other in identically prepared cars. The first year, special Porsches were driven by a choice selection of professional drivers. Interesting, but it wasn't until the switch to short-track style cars fitted with Camaro bodies that IROC (International Race of Champions) became an American household word. Fine, but what does this short lesson in racing titles have to do with Michael Jordan's '85 S-10?

Not only did Chevrolet supply the raw Camaros that were hand massaged into race cars, but they also decided to capitalize on their investment by introducing a street version in '85, as we all now know as the IROC Z-28 Camaro. This ground-hugging style of the IROC-Z was adopted by Michael in the building of his IROC-S pickup, as you can see from the photos.

Continued on page 88

PHOTOS BY GARY POMEROY & MICKEY McIVER

Will the insanity ever be cured?

BY GARY POMEROY

Most annual events follow in the tradition of fine wines — they get better every year — and Fair Warning Trucks' yearly trek to the California desert is no exception. 1986 was Fair Warning's second year hosting this three-day event, and final count was well over 800 trucks, a substantial gain over last year's attendance.

While the ambitious were cleaning their trucks for Saturday morning's show, fellow attendees were lining the roadways armed with hoses, fire extinguishers, "machine guns," buckets, and anything else that would hold enough water to splash the parade of people and trucks that were cruising around Mojave River Forks Campground.

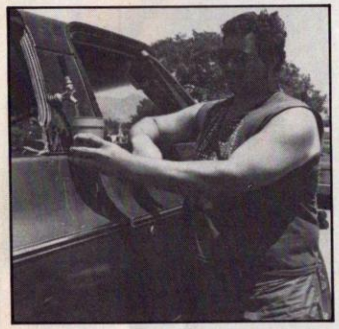
By noon the games began with a host of crazy activities such as the cherry-banana jubilee, cap flicking, bat circle relay, beer chug, tug of war, wine suck and rubber pop being enough to make any mind swim. During a break after the games, participants could be found playing in even more water and checking out the vendor's wares while waiting for the wet boxer and wet T-shirt contests. Classic Graphix was screening event T-shirts as fast as they could, while Gemini Airbrushing was booked solid applying custom artwork on shirts and hats, and Rex the Badge Man making license plate frames, Mike Chardel pinstriping and lettering, as well as a variety of parts and accessories vendors being on hand.

But back to the wet boxer and T-shirt contests. Those held at Madness are kinda legendary. With approximately 2000 people on hand, only $16.00 in prize money was raised for the wet boxers, while the wet T-shirt contestants had $550.00 at stake. Guess which show was best?

Seems as though the crowd who attended the first After Madness told their friends about this wild, weekend party as the number of trucks jumped to over eight hundred! Order of the event was to keep cool and party, party, party!

AFTER MADNESS II

With the setting of the sun, clubs began cranking the tunes on their individual DJ systems, while the official Fair Warning DJ spun the records



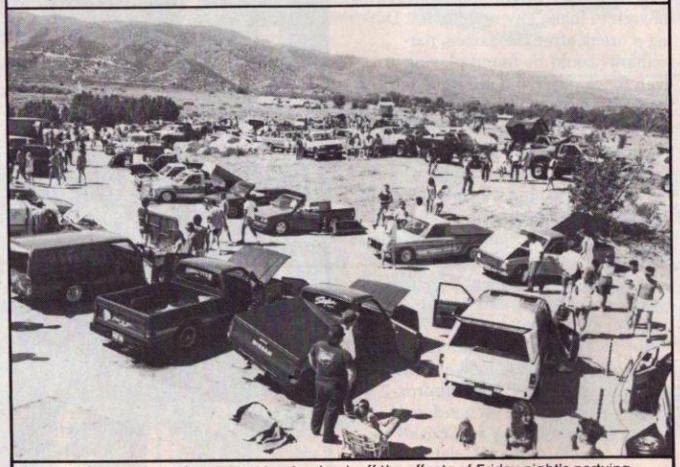
ABOVE — These guys with full size trucks have been hangin' around mini-truckers too long. Modifications to this Blazer include a quick "convertible" job and a keg on tap.

for the air band contest before the dancing till dawn began. An unusual addition to Saturday night's festivities was the mock wedding of two Las Vegas mini-truckers (whose real wedding followed a couple weeks after the run) which culminated in them being pronounced wife and slave. Congrats to Lori and Mobil Dave.

Sunday morning came early, too early for most (though for some the night had never ended) and with it came the awards and trophies, and the raffle, and saying goodbye till next time. With the clubs packed up and caravanning out the gate, everyone left with happy party memories of a controlled and successful weekend called After Madness II. ■

ABOVE — Most places charge good money to wash your truck, but one lap around Mojave River Forks Campground and your paint was spotless. Too bad no one did windows.

ABOVE — Somehow we thought that the girls would be better at the rubber pop. Any of you guys care to explain?



Owners of the serious show/street trucks shook off the effects of Friday night's partying for a chance at a big trophy.

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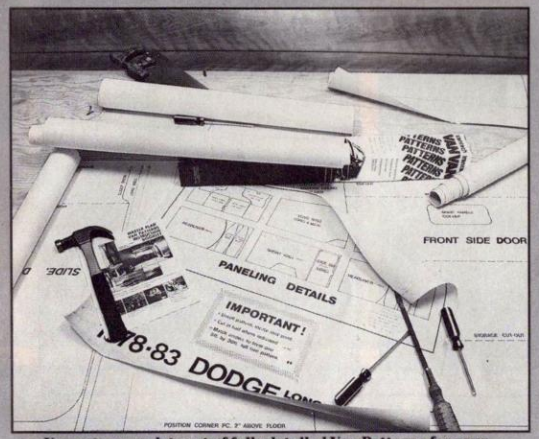

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Abbreviation

John Unsworth

Measuring up some ten inches shorter than a mini car, John Unsworth's title "Abbreviation" seems more than appropriate for his highly modified 1977 Bedford van. Construction time was a modest nine months to date, and the interior was still lacking at the time the photos were taken. John is a member of Insanity Vans, N.S.V.A. and N.A.S.C. and estimates that he racks up some 14,000 miles a year attending vanning events. Awards to date include several wins in Best In Show and Best Van. As you can see, his abbreviated custom is doing rather well.

Small streets and high fuel prices dictate the use of compact vehicles in Britain, but Unsworth took it to the limit.

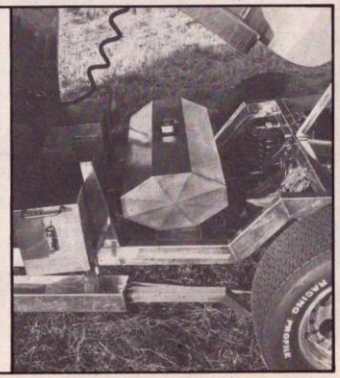
TECH & SPECS

VALUE:
£ 4,500
BODY:
Modifications: Top chopped 7½ inches; body shortened 39 inches; side door moved to rear; flared wheel arches from long wheel base Bedford; Toyota Crown rear lights; frenched front indicators; by S. Jest and Paul Wayling
Paint: Alfa Romeo Yellow, Lemon Pearl, and Aztec Gold Candy by S. Jest
INTERIOR:
Electronics: Wolesley Six Instruments
SUSPENSION:
Front: Lowered 4½ inches
Rear: Rear axle turned
WHEELS:
Front: 7x14 Appliance
Rear: 10x15 Appliance
TIRES:
Front: Pos-A-Traction
Rear: Pos-A-Traction
OTHER MODIFICATIONS:
Chassis shortened 39 inches by Scoop's Chopping Shop, Northampton

Short 'N Sassy

Jamie & Jayne Gatenby

When asked to comment on the construction of Jamie Gatenbury's highly modified 1969 Morris, his wife Jayne remarked that days went by when she didn't see him during the three years' construction time, and she "forgot what he looked like." She wasn't forgotten when it came upholstery time though as she, her sister and mother handled the material and carpet chores. Jamie states that he drives the truck about 4,000 miles annually and has captured awards for Best Pickup and five Best of Show trophies! Ask him about his pickup, the trick engine and metal work and the first item he'll mention is, "The first stainless steel chassis in England." And, it is out there where everyone can easily see it.



Gatenby created a radical Morris pickup which sits atop a custom, one-off stainless steel frame — the first in England!

TECH & SPECS

VALUE:
£ 3,750
BODY:
Modifications: Chevy Stepside bed, chopped to fit; Volvo dumper truck rear lights, hood scoop
Paint: Guards Red & Sand Beige, by Bob (I can work even with broken ribs) Smith
INTERIOR:
Upholstery: Beige Dralon by Jayne, her sister and mother
Carpet: Red
Electronics: Rover Clocks
Other: Split rim steering wheel, oak dash
DRIVELINE:
Engine: Stock Daimler 2.5, home-made headers
Transmission: Borg Warner 35
Rear End: Jaguar, fully chromed
SUSPENSION:
Front: Drop tube, stainless; Spax shocks
Rear: Jaguar, chromed; Spax shocks
WHEELS:
Front: 5½x13 Compomotive Split Rims
Rear: 7x14 Compomotive Split Rims
TIRES:
Front: Goodyear Radials
Rear: Pro-Trac 60
OTHER MODIFICATIONS:
All-steel roll bar, chopped to fit, stainless steel chassis

John Unsworth
East Harling, Norwick NFK, England
1977 Bedford Van

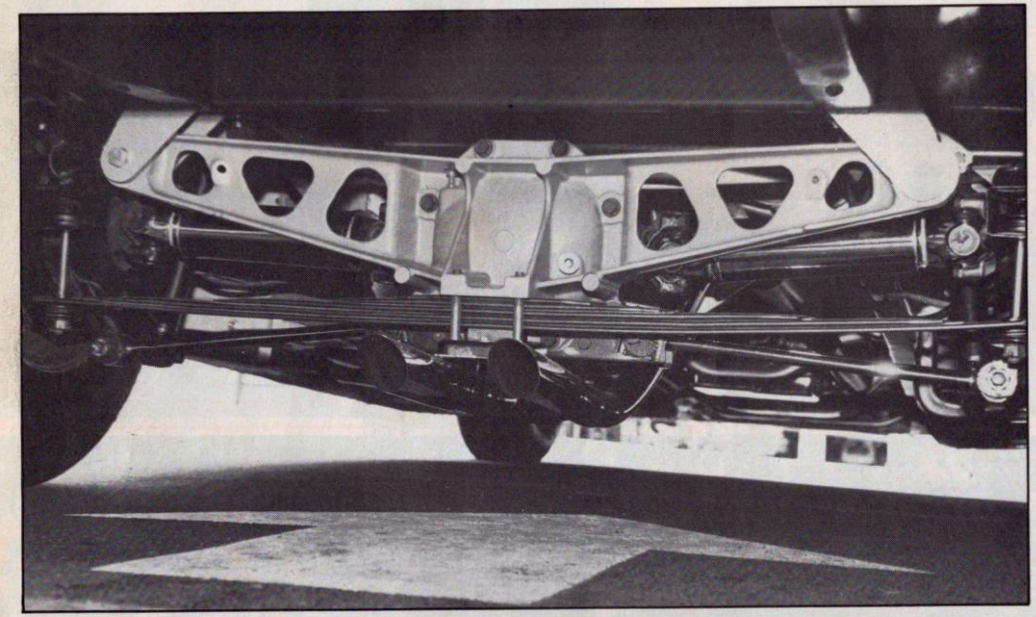
PHOTOS BY MIKE KEY

Jamie & Jayne Gatenby
Newark Notts, England
1969 Morris Pickup

Vette Suspension For F-100s

Street rodders might have discovered it first, but independent suspension has now come to the *Truckin'* world.

BY STEVE STILLWELL



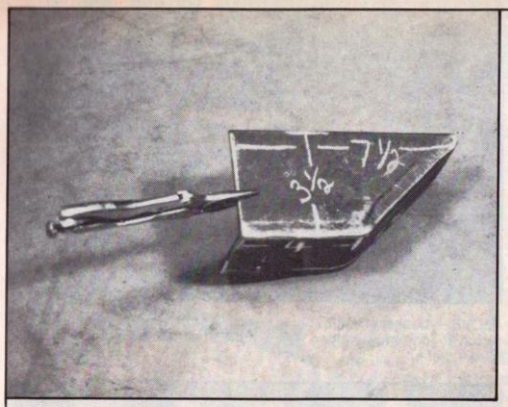
Due to exposed half-shafts, struts and a mass of moving components, the Chevrolet Corvette rear end is one of the most exotic rear assemblies that can be installed onto a classic pickup — in this instance an F-100. We could go off into numerous tangents of thought and discussion as to how the installation of a rear end assembly, the most popular being the Corvette followed by the somewhat similar Jaguar, improves traction, ride and handling. Truth is, the installation of an independent rear end captures the envy of other truckers as well as additional show points, plus creating a cush ride, and those are the main reasons for mounting one up — in that order, I might add.

Comparing the Vette to the Jag though, truckers should remember that the Jag suspension was designed and originally installed onto a light car powered generally by a carbureted six-cylinder engine. For these reasons gear selection and parts availability are somewhat limited. On the other hand, the Corvette housing was designed to handle the brute force delivered by a V-8 and gearing changes are as close as your local GM dealership!

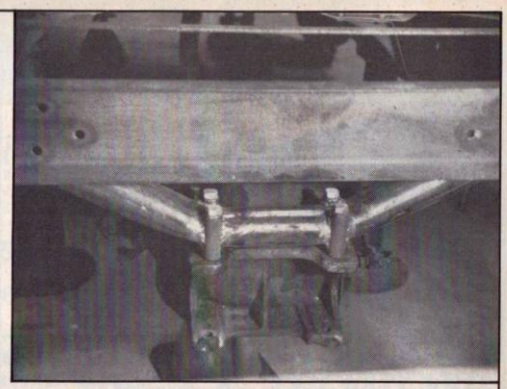
But, the installation of a Corvette independent suspension with all of its bracketry and components is far from being a bolt-in. However, all is not lost. Many custom fabrication shops have installed this popular independent rear end assembly, including Mike Chesser's Auto Emporium of Lawrenceville, Georgia. Mike has not only installed numerous Vette rear assemblies onto both street rods and trucks, but has gone one step further and now has most of the brackets and components made up in kit form.

To understand the installation requirements, you must first take a serious look at the workings of the Vette rear. The housing must be securely mounted to the frame using some of the original mounts as well as custom fabricated supports. These mounts that secure the housing will also double as a mount for the buggy-type cross spring which, along with the shocks, makes up the suspension. The original Corvette trailing arms, which extend from the carriers to the frame, also have to be highly modified, as you will see.

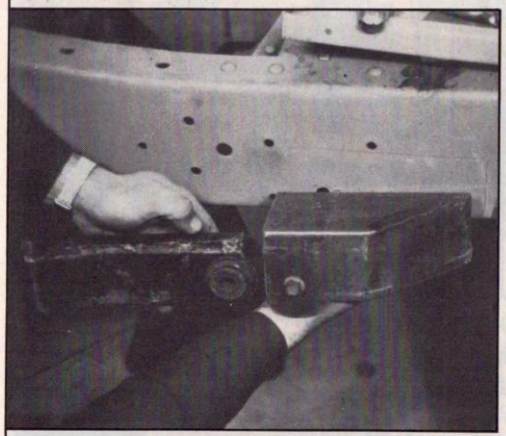
Follow along in the photo captions for a typical installation and contact Mike Chesser's Auto Emporium, 608 Braselton Hwy., Dept. TR, Lawrenceville, Georgia 30245 for further information or help in installing your own independent suspension. ■



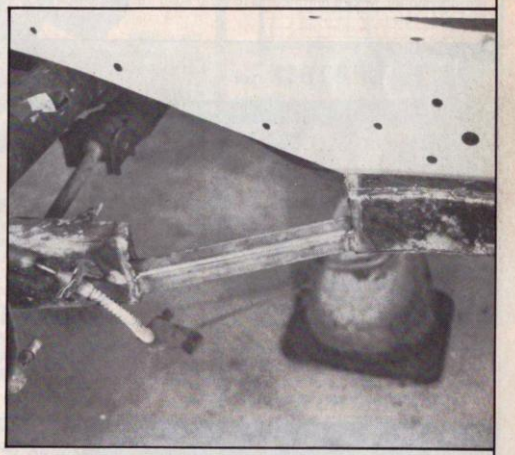
ABOVE — Installation of the Vette rear assembly requires fabrication of numerous one-off brackets, including this frame mount which will eventually house the front of a trailing arm.



ABOVE — Here's a closer look at the mounting of the support onto the Corvette housing, utilizing the original bolt holes.

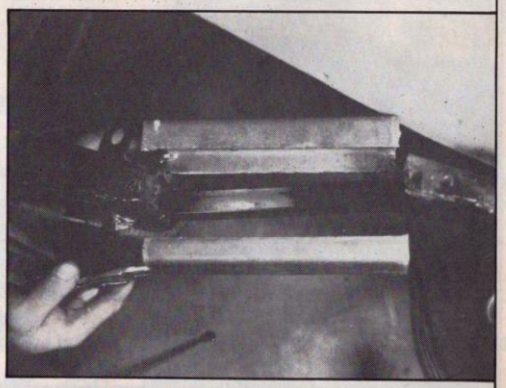


ABOVE — The original Vette trailing arm has been cut in half, and will now be mounted into the custom frame bracket, rubber bushing assembly and all. Original frame crossmember was retained and welded solid to the main rails for added strength and rigidity.



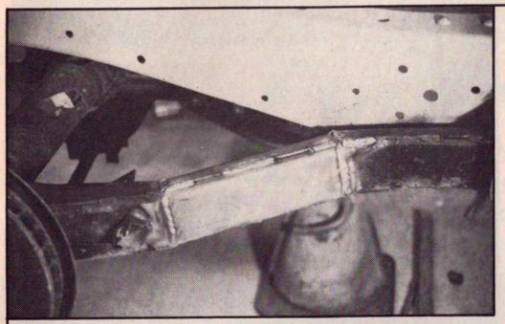
ABOVE — With the housing secured to the frame and the custom trailing arm's front bracket welded to the frame, a 1¼-inch length of square tubing is welded into place to locate and hold the housing. Key ingredient here is to be sure the wheel will center the fender.

ABOVE — First order of business is to mount the third member (gear housing) securely to the frame. Mike Chesser fabricates a tubing support which bolts onto the original rear end mount and custom frame member and brackets. This tube support also has rubber bushings.

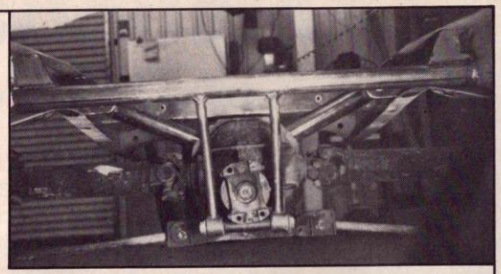


ABOVE — Mike's method is to then form two sections of channel, which are just large enough to sleeve the original trailing arm — one on the inside and one on the outside.

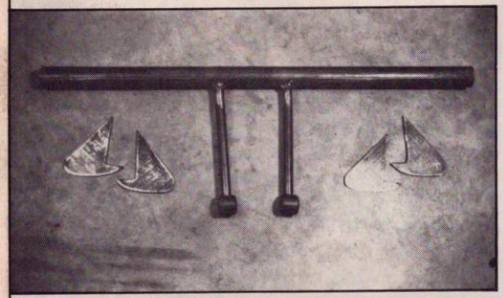
VETTE SUSPENSION



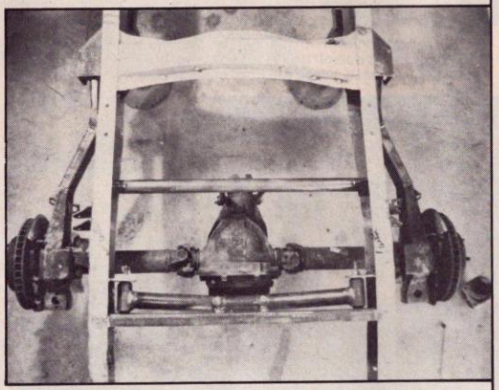
ABOVE — Here's a look at the lengthened trailing arm with the sleeves shown in the prior photo now finished welded into position. The stretched Vette trailing arm is now, once again solid. All forms of welding, especially on suspension, should be done by a professional. Mike's hint here is to weld solid the inside of the first channel.



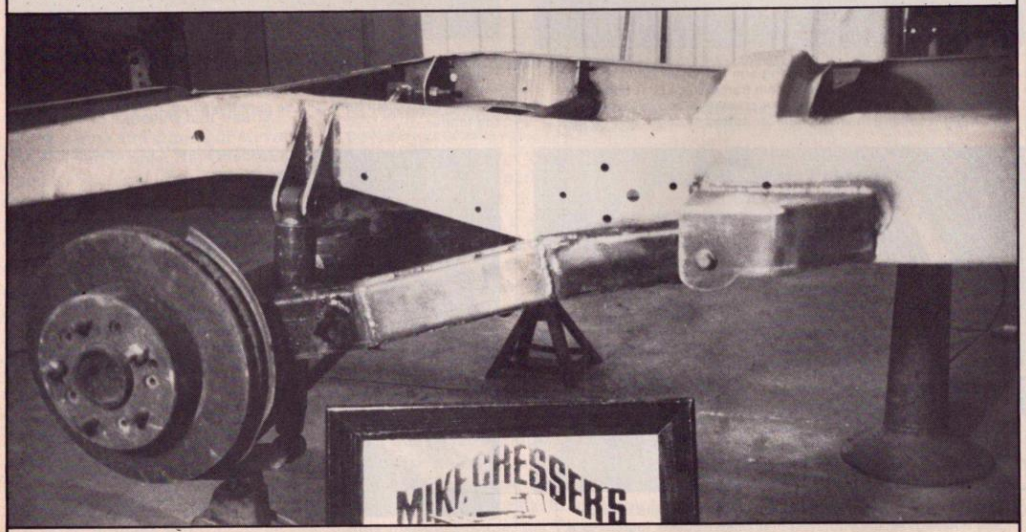
ABOVE — Looking front to back, here is a bird's eye view of the pinion support, now welded to the frame and bolted to the third member.



ABOVE — A custom third member pinion support (for the front of the housing) is fabricated and fit with rubber bushings. Flat plate brackets are shock mounts which will be welded to the frame, thus retaining the use of stock Corvette shocks.



ABOVE — Looking straight down onto the frame and independent rear end assembly gives a clear view of the components now in position, including the shock mounts that have been welded onto the frame.



ABOVE — Basically, with the addition of the stock Vette buggy spring and bracket, the installation of a Corvette independent rear is complete. It is now time for calipers, brake lines, chrome and paint.

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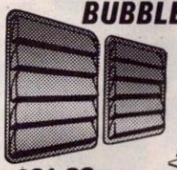

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Continental Tire Covers & Carriers add style and practicality to any van!

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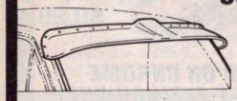

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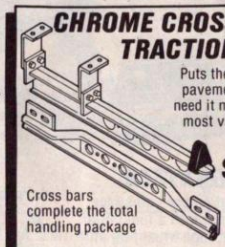

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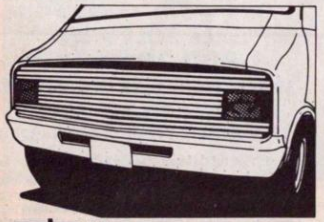

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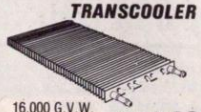

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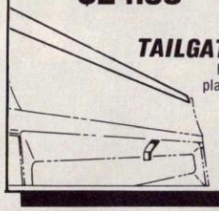

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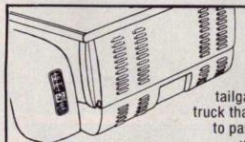

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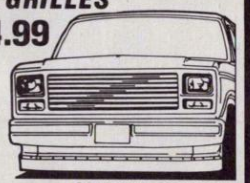

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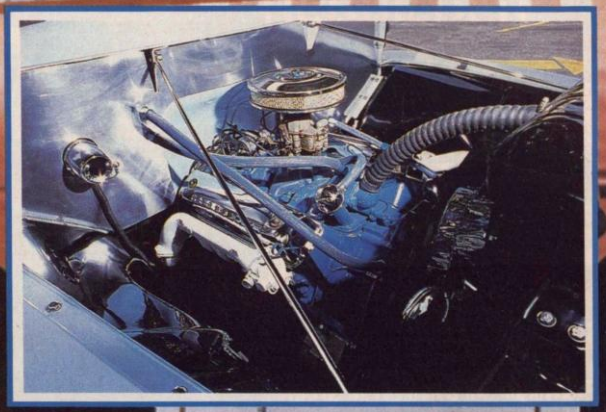


Truckin'

Mike and Vicky Wallace
Rancho Cucamonga, California
1954 Ford F-100

MODELS: JANINE ATKINS AND SHELLEE "CRICKETTE" TECAU

Back In Time

BY LARRY SAAVEDRA

In high school Mike Wallace liked to dream about building trucks. He had big plans for restoring a Ford F-100 he had, but as the years passed by all that was left was a faded photograph of a well-worn classic hauler.

That's the past, and today Mike has replaced that faded old picture with a beautifully restored '54 F-100 that has captured four first place trophies and taken him to truckin' events throughout the West. At a cost of more than $12,000, it took Mike five long years to restore this Ford Blue hauler, and he did it from the ground up!

"I'm really happy I finally finished what I started out to do in high school," said the 31-year old Rancho Cucamonga, California resident. "But, I still regret selling that first F-100 just because I needed a car for everyday transporation."

Obviously Mike's reliable transportation wasn't all that reliable because

BACK IN TIME

soon after buying it he was already planning a second attempt at restoring a Ford pickup. But the second try didn't happen without problems.

"The biggest headache I had was getting parts for the engine. When Ford introduced the 239 cid in 1954 it was experimental, and a year later they changed from 239 to a 272 and 239 parts became rare. Even the most common parts like a starter were difficult to get," Mike blasted.

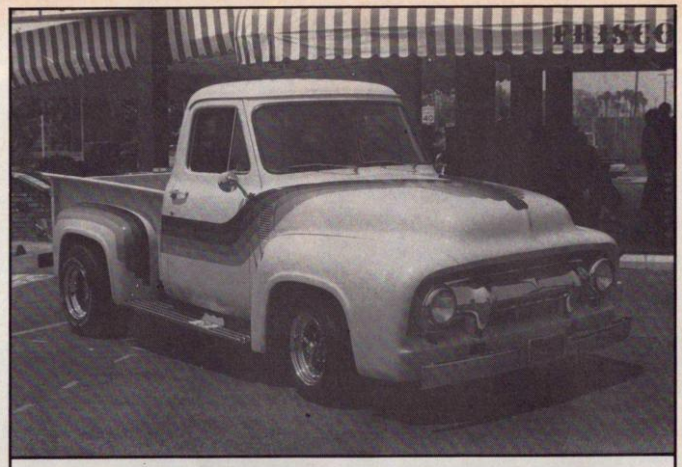
What's even more rare about Mike's hauler is the graphic work on the body. It seems F-100 enthusiasts tend to opt for the standard in painting, and graphics aren't normally part of their forte. This may be because of the body lines of the older pickups, but whatever the reason, Mike seemed to be stretching the limits of classic customizing. But to everyone's surprise it works well with the Ford Blue paint scheme.

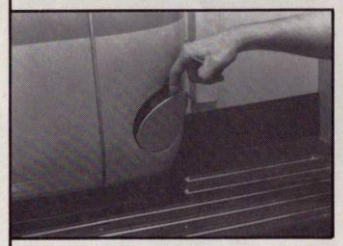
Mike is a pioneer F-100 enthusiast and together with his wife Vicky they try to attend all the local California runs and as many out-of-state runs as they can in a year. *Truckin's* staff caught up with the Wallaces at the 1985 North/South run in Fresno, California, and later photographed his pickup at Frisco Burger in Downey, California.

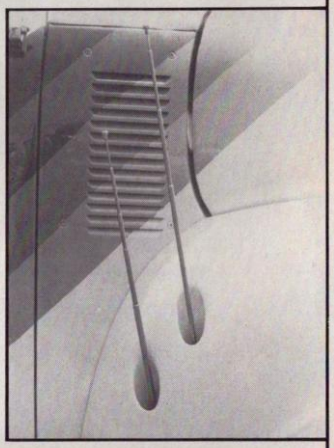
Who knows — maybe Mike's graphic designs will start a trend with his fat fendered friends! ■

TECH & SPECS

Value:
$12,000
Body:
Modifications: Gas tank nozzle relocated, swinging tailgate added, dual frenched antennas.
Paint: 1985 Ford Blue with multi-colored graphics by Frank's Auto Body.
Interior:
Upholstery: Brown velour and naugahyde
Carpet: Plush brown
Electronics: Sun gauges, stereo and custom wiring
Other: Overhead console with switches, window etching, steering column chopped four inches
Driveline:
Engine: 1954 239 cid (experimental)
Transmission: Stock three-speed
Rear end: 1957 nine-inch half-ton
Other: Engine covers chromed
Suspension:
Reversed spring eyes on front
Wheels:
American Racing
Tires:
Firestone radials



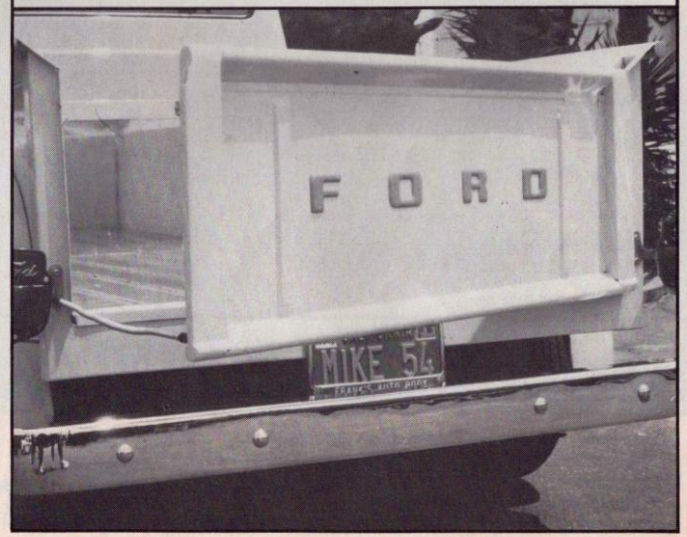




ABOVE — Mike modified the gas tank filler on his '54 F-100, relocating the nozzle below where it normally protrudes out from the body on the rear corner panel.

RIGHT — Frenched antennas are becoming a popular item among classic truck owners.

BELOW — Another clever body modification that Mike adapted to his '54 F-100 was this swinging tailgate. It's novel and eliminates paint chips.



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B.B. CHEVY 396-454 1:6 Ratio 3/8 Stud 3002	$189.95
1:6 Ratio 7/16 Stud 3003	$189.95

AUTOMETER Autogage

Street Tachs
0-8000 RPM 3¾" Diameter Redline Pointer
Your Low Price
Black # 2300 $27.95
Chrome # 2301 $29.95

Shift-Lite
0-8000 RPM
Set the light to come on when you want to shift.
2302
Your Low Price $69.95
All Tachs fit 4-6-8 Cylinder Engines.

Gauges

Oil Press # 2321	$11.95
Vacuum # 2371	$11.95
Water Temperature # 2331	$14.95
Amps # 2386	$8.95

CRANE CAMS HI-INTENSITY SERIES
FAIR IDLE/MODERATE PERFORMANCE 6000 MID-RANGE RPM 2500-5000
YOUR LOW PRICE $59.95

PART #	DURATION INT	DURATION EX	LIFT INT	LIFT EX	HYD MEC
AMC V8 290-304-343-360-390-401					
864441	282	282	480	480	HYD
CHEVROLET V8 262-265-283-302-305-307-327-350-400					
114201	280	280	460	460	HYD
113821	284	292	490	510	HYD
114051	296	304	520	540	HYD
113841	284	294	500	520	MEC
113861	294	304	520	540	MEC
396-402-427-454					
134241	280	290	525	550	HYD
133841	284	294	567	589	MEC
FORD V8 351 BOSS, 351C-351M-400					
524421	280	288	506	519	HYD
221-255-260-289-302-(ex 82-85 HO)					
364381	280	288	468	468	HYD
363841	284	294	533	555	MEC
352-360-390-406-410-427-428					
344341	280	280	515	519	HYD
340721	294	294	593	593	HYD
MOPAR V8 350-361-383-400-413-426-440					
644321	282	282	450	450	HYD
273-340-360-A 318 (67-85)					
694361	280	288	460	450	HYD

NEW TRW FUEL PUMPS
Your Low Price From $12.95
SB Chevy & Ford
Available for all Makes & Models. Phone for Your Low Price

HOLLEY PERFORMANCE CHROME PLATED FUEL PUMPS
Your Low Price Most Engines $34.00

CARTER PERFORMANCE FUEL PUMPS

MECHANICAL Street & Off-road — Produces 6 psi 80 GHP	$27.95
Race — Produces 8 psi 80 GHP	$29.95
ELECTRICAL Street & Off-road — Produces 5 psi 72 GHP	$39.95
Race — Produces 7 psi 72 GHP	$42.95

HOLLEY PERFORMANCE CARBURETORS
Brand New No Seconds No Rebuilds

4 BARREL UNIVERSAL VACUUM SECONDARY
Manual Choke

600 CFM # 1850	$104.95
750 CFM # 3310	$119.95
Electric Choke	
390 CFM # 8007	$154.95
600 CFM # 9834	$144.95

2 BARREL UNIVERSAL

350 CFM # 7448	$116.95
500 CFM # 4412	$106.95

DOUBLE PUMPERS

600 CFM # 4776	$169.95
650 CFM # 4777	$179.95
700 CFM # 4778	$189.95
750 CFM # 4779	$209.95
800 CFM # 4780	$244.95
850 CFM # 4781	$264.95

CHEVY SPREAD BORE QUADRAJET REPLACEMENTS

650 CFM # 6210 Mech. Sec.	$176.95
650 CFM # 8679 Vac. Sec.	$172.95

HOLLEY TRICK KITS
For 1850 600 CFM # 37-912 $17.50
For 3310 750 CFM # 37-915 $19.95
Double Pumpers (Exc 850 CFM)
37-910 ..... $24.95
850 CFM # 37-916 ..... $31.50

WEBBER POWER PLATE For HOLLEY 2&4 BL. CARBS
Change & Adjust your jets externally in seconds. No more messy teardowns. For more power & economy.
Your Low Price $69.95 $78.50
1850 600 CFM Most Others
Price includes one Powerplate & Jet kit

PERFORMANCE ELECTRIC FUEL PUMPS
Street # 12-801 ..... $53.95
Race w/Reg. # 12-802 $76.95

PUSH-IN CHROME BREATHERS
Fits all Valve Covers

Regular	With Chrome Shield
$5.99 Each	$7.99 Each

TRANSMISSION OIL COOLERS

1518 CARS (MEDIUM DUTY) *YOUR LOW PRICE*	$19.95
1522 CARS, TRUCKS & TOWING (MEDIUM DUTY) *YOUR LOW PRICE*	$29.95
1526 MOTORHOMES, TRUCKS & ALL HEAVY TOWING *YOUR LOW PRICE*	$34.95

STAINLESS STEEL FLEX-A-LITE FANS
UNIVERSAL 6000 RPM RATING
#1870 17" DIAMETER #1080 16" DIAMETER
17" 5 BLADE FOR ECONOMY HAYDEN *YOUR LOW PRICE* $12.95
#3517 $19.95
17" 7 BLADE FOR COOLING TOWING-TRUCKS MOTORHOME'S ETC. *YOUR LOW PRICE*
#3717 $25.95

GENUINE HAYDEN ELECTRIC FANS WITHOUT THERMOSTAT
10 #3630
12 #3640
14 #3650
YOUR LOW PRICE $59.95
WITH THERMOSTAT *YOUR LOW PRICE*
10 #3635
12 #3645
14 #3655 $69.95

ENGINE OIL COOLERS
8080 FORD-MOPAR-A.M.C.-GM
8081 $39.95

K&N OFF ROAD & HI-PERFORMANCE AIR FILTERS
3" High $39.95
4" High $42.95
5" High $44.95
6" High $47.95
Available Regular or Low Profile

B&M HI-TEK Machined Aluminum Pulleys for SB Chevy

Upper Single Groove	$84.95
Lower Single Groove	$42.95
Upper Double Groove	$69.95
Alternator Pulley (State Long or Short Water Pump)	$19.95

B&M HI-TEK Alternator Brackets
SB Chevy 65-75 $11.95
BB Chevy 69 up

B&M OEM Original Chrome Alternator Brackets
SB Chevy 65-84 ..... $8.95
Air Cond. Bracket Kit 77up .. $38.95

B&M Polished Aluminum Timing Cover
SB Chevy $79.95
BB Chevy $89.95

WEIAND # 1002 AIR CLEANER
5 ⅛" Neck Fits Holley Carbs
Your Low Price $12.95

BLOWER MOTOR SPECIAL
350 Chevy Unassembled

BLOWER MOTOR KIT
Unassembled Kit Includes:
B&M Forced Induction Supercharger Kit
90500 Satin Finish, Long Water Pump Style with # 90503 Pulley producing 6-7 pounds of boost.
PAW Special Blower Motor Kit
350 4 Bolt Main, GM 6 bored oversize, competition honed, dry decked, tine honed, brass freeze plugs installed, painted inside Rustoleum, outside factory colors. Forged TRW pistons. Sealed Power Rings. Heavy duty Connecting Rods fitted chrome moly Rod Bolts. Crankshaft custom ground on Rod and Main Journals, micro polished. Clevite 77 Rod & Main bearings. Double Roller Chain set. Custom balanced for maximum performance 76cc Cylinder Heads, Manley 1.94 & 1.50 Valves, screw-in Studs, Guide Plates, HD Springs, chrome moly Retainers, chrome moly Push Rods, hi-volume Oil Pump & Felpro Gasket set. *ALL P.A.W. SPECIAL BLOWER MOTORS ARE SOLD WITH B&M STREET CHARGER CAM KITS.*
Your Low Price $2450.00
OPTIONS: For Steel Crank ADD $150.00 • For 2.02 & 1.60 Valves ADD $75.00 For Polished Blower $200.00
FORD 302 Blower Motor Special Complete with B&M Forced Induction Supercharger & PAW Special Blower Motor *Your Low Price* $2695.00

WE SPECIALIZE IN ENGINE PARTS & THAT SAVES YOU MONEY.

California residents: Items in this ad are: Not legal for sale or use on pollution controlled motor vehicles in California. Legal in California only for racing vehicles which may not be used on highway.

WHY ARE P.A.W. PRICES LOWER? WE BUY DIRECT, WE SELL DIRECT & THAT SAVES YOU MONEY.

PERFORMANCE AUTOMOTIVE WHOLESALE, INC.
21122 Cabot Blvd. Hayward, CA 94545
818-998-6000

CAMSHAFT SPECIAL

HI-PERFORMANCE CAMSHAFT KITS
Available for all Makes • Hydraulic or Solid
For Street - Strip - RV - Racing

KIT A: **Camshaft Only** *Your Low Price* . . . $49.95
KIT B: **Cam & Lifters** *Your Low Price* . . . $84.95
KIT C: **Camshaft•Lifters•Springs** $119.95

Cam #	VALVE LIFT In	Ex	DURATION In	Ex	TYPE Hydr or Sld
AMC 1966 & Up 290-304-343-360-390-401					
001	478	478	304	304	HYD
082	475	475	288	288	HYD
SB CHEVY 265-302-307-327-350-400					
083	414	414	266	266	HYD
084	420	443	270	280	HYD
005	450	450	284	284	HYD
086	443	465	280	290	HYD
007	480	480	288	288	HYD
006	450	450	292	288	HYD
085	480	480	292	292	HYD
008	500	500	300	300	HYD
009	447	447	306	306	HYD
011	382	382	267	287	SLD
012	480	480	288	288	SLD
067	463	483	293	293	SLD
087	428	428	294	294	SLD
014	455	455	314	314	SLD
015	489	489	324	324	SLD
017	550	550	324	324	SLD
018	512	536	320	332	SLD
016	471	448	329	329	SLD
BB CHEVY V8 348-402-427-454					
070	410	445	268	292	HYD
075	493	519	270	280	HYD
088	519	519	280	280	HYD
019	560	560	292	292	HYD
020	490	500	308	328	HYD
022	528	528	296	296	SLD
023	510	497	336	316	SLD
025	537	554	342	333	SLD
026	560	600	356	366	SLD
027	540	560	357	364	SLD
CHEVY 6 Cyl 194-230-250					
029	509	509	284	284	HYD
CHEVY 6 Cyl 235-261					
031	428	434	272	284	SLD
FORD V8 221-260-289-302-351W					
089	448	472	270	280	HYD
032	460	460	288	288	HYD
033	506	506	288	288	HYD
091	472	496	280	280	HYD
090	512	512	292	292	HYD
034	476	476	290	290	SLD
037	507	507	296	296	SLD
036	459	459	310	310	SLD
035	508	508	320	320	SLD

Cam #	VALVE LIFT In	Ex	DURATION In	Ex	TYPE Hydr or Sld
FORD V8 351C-400 Cleveland					
077	472	453	266	270	HYD
100	484	510	270	280	HYD
101	510	536	280	290	HYD
038	505	505	290	290	HYD
039	494	497	284	300	HYD
040	497	493	300	308	HYD
041	554	554	300	300	SLD
FORD V8 352-390-406-427-428 '63 & Up					
102	484	510	270	280	HYD
103	510	536	280	290	HYD
043	554	554	292	292	HYD
044	512	512	300	300	HYD
045	500	500	296	296	SLD
046	500	500	324	324	SLD
FORD V8 429-460					
105	433	475	273	287	HYD
106	475	475	280	280	HYD
107	500	308	328	HYD
108	528	296	296	SLD
109	497	336	316	SLD
110	554	342	333	SLD
111	600	356	366	SLD
112	560	357	364	SLD
MOPAR V8 273-340-360-318 '67 & Up					
078	420	443	270	280	HYD
079	428	428	280	280	HYD
048	445	445	284	284	HYD
049	443	465	280	290	HYD
049	480	481	292	292	HYD
093	450	475	298	308	HYD
094	447	450	306	316	HYD
050	502	502	300	300	HYD
052	466	466	302	302	SLD
MOPAR 340-360-383-400-426					
079	420	443	270	280	HYD
053	428	428	280	280	HYD
095	443	465	280	290	HYD
054	444	445	288	288	HYD
096	480	480	292	292	HYD
055	475	475	308	308	HYD

*Fits 351W by changing firing. **Not Hemi

NEW STOCK REPLACEMENT CAMSHAFT/LIFTERS/SPRINGS KIT
Available for most V8 & 6 cyl Domestic engines
Ford—Chevrolet—Mopar
Your Low Price **$119.95**

RHOADS LIFTERS FOR PERFORMANCE CAMS
- MORE TORQUE
- CUSTOM VACUUM
- BETTER ECONOMY
- SMOOTHER IDLE

Your Low Price **$68.95**
Set of 16 Most Engines

ON SALE SB CHEVY DELUX ENGINE REBUILD KIT
YOUR LOW PRICE
$99.95
S.B. CHEVY ONLY

KIT INCLUDES:
- **PISTON RINGS**
- **CL77 ROD BEARINGS**
- **CL77 MAIN BEARINGS**
- **ENGINE GASKET SET**
- **OIL PUMP**
- **TIMING CHAIN SET**

OPTIONS AVAILABLE: Molly Rings ADD $15.00/ H.V. Oil Pump ADD $6.00/Double Roller Timing Chain Set ADD $3.00. NOTE: Bearings Available Std .010 .020 .030/Rings Available .030 .040 .060

ON SALE *SAVE OVER 50%*
HOLLEY WATER INJECTION KITS
- Suppresses Engine Knock
- Operates ONLY when Engine is Warmed-Up
- Uses Water ONLY as Needed
- Maximum Reliability at a Lower Cost

The Holley System comes complete with Step-By-Step instructions and all mounting hardware.

Low Compression # 19-1
High Compression # 19-2
RV's / Motorhomes # 19-3

Regular Price **$58.95**
SAVE OVER 50%
Your Special Low Price **$19.95**

SPECIAL 4130 CHROME MOLLY OIL PUMP DRIVE SHAFTS

SB Chevy	$8.00
BB Chevy	$8.00
289-302 Ford	$10.95
390-428 Ford	$10.95
351W Ford	$10.95
351C-400 Ford	$10.95
429-460 Ford	$10.95
Olds V8	$10.95

MISC ENGINE FASTENERS

Oil Pan Stud	
SB Chevy	$8.50
Most other V8s	$8.50
Intake Manifold Bolts	
SB Chevy	$7.50
BB Chevy	$10.50
Oil Pan Bolts	
SB Chevy	$4.00
BB Chevy	$4.00
Ford/Mopar	$4.00
Timing Cover Bolts Chevy	$2.25
Header Bolts	$3.25
Pressure Plate Bolts	$2.50
Flywheel Bolts	$2.50
Balancer Bolts	$2.50
Oil Pump Stud Chevy V8	$3.00
12 Point Head Bolt Kit	
SB Chevy	$49.95
Carb/Manifold Stud Kit	$1.95
Magnetic Oil Pan Drain Plug Kit	$16.00
Auto-Trans Pan Stud Kit	$5.50

ALUMINUM ROCKER ARMS
As Low As —
$199.00

Make/Application	Part#	Your Low Price
CHEVROLET		
Small Block 1.5 3/8" Std	46010	$195.00
Small Block 1.5 11/32" Std	46015	$229.00
Small Block 1.6 1/8" Std	46020	$229.00
Small Block 1.6 11/32 Std	46025	$229.00
Big Block 1.7 11/32" Std	46030	$249.00
FORD		
289-302 351W 1.6 3/8" Std	46035	$229.00
289-302 351W 1.6 11/32" Std	46045	$229.00
302 Boss-351C-351M-400-429-460 1.73 11/32" Std	46040	$249.00

MILODON Roller Rocker Arm Kits include Poly Locks

PERFORMANCE VALVE SPRINGS
Quality direct replacement valve springs for camshafts up to .500 lift. No head machining required.
Your Low Price Set of 16 **$36.95**

HI-PERFORMANCE VALVE SPRINGS
Double springs for all hi-per-formance springs (cylinder heads may need modification in some applications).
Your Low Price Set of 16 **$49.95**

TRUE ROLLER TIMING CHAIN SET

AMC V8	$46.00
Buick V6	$36.00
Buick 400-455	$48.00
Chevy V6	$39.00
SB Chevy	$46.00
BB Chevy	$46.00
SB Ford	$42.00
351C-351M-400	$42.00
429-460	$44.00
SB Mopar	$46.00
BB Mopar	$48.00
Olds V8	$44.00
Pontiac V8	$44.00

UNIVERSAL ENGINE BRAIDED SLEEVE KITS
FLEX GUARD — Stainless steel flexible hose sleeve kit. Includes upper & lower radiator hose, 2 heater hoses & fuel pump to carb hose.
STAINLESS STEEL **$49.95**
Silver • Red • Blue
COLOR FLEX NYLON SLEEVE KITS **$22.95**
Red • Blue • Black
CLAMP KITS — Includes 10 Clamps for the above kits. Available in Red • Blue • Black • Gold • & Chrome
$17.95
We carry a complete line of Russell Hoses & Fittings. Phone for Your Low Price.

TRW RACING PISTON SPECIAL WITH SPEED PRO MOLLY RINGS

Chevrolet	
327 12:00	$359.00
350 12:5	$359.00
Ford	
289-302 12:5	$359.00

Chevy & Ford Available Std-030 bores and limited quantities based on early small chamber heads.

RHOADS CAM & LIFTERS KIT
Smooth Idle with Pulling Power to 4500 RPM. For 4wkl, Trucks, Motor Homes, Towing, Vans and Cars — for all-round Performance & Fuel Economy.
SB Chevy $159.95
SB Ford $169.95
SB Mopar $169.95
More applications to follow. Check with our technical department for your application.

11:00-1 PISTON SPECIAL WITH RINGS
As Low As
$99.95

Chevy 350	$99.95
Chevy 283-327	$109.00
Ford 289-302 (351W 89 Only)	$109.00
For Moly Rings	ADD $15.00

FINEST QUALITY STUD KITS Milodon

Make/ Engine Size	Your Low Price
AMC	
V8 290-304-343-360-390-401	$36.00
BUICK	
V6 231	$32.00
CHEVROLET	
V6 200-229	$32.00
200-229 Windage Tray	$34.00
2-Bolt Mains	$32.00
2-Bolt Mains w/Windage Tray	$34.00
4-Bolt Mains w/Windage Tray	$34.00
4-Bolt MILODON Main Cap	$32.00
4-Bolt MILODON Main Caps w/Windage Tray	$37.00
4-Bolt MILODON Main Caps Oval Port	$56.00
8-Bolt Aluminum Block	$75.00
FORD	
SB 289-302 2-Bolt	$31.00
SB 351C-351M-400-351W	$37.00
BB 385-427-460	$40.00
BB 429-460 2-Bolt	$40.00
MOPAR	
SB 273-318-340-360	$36.00
SB 273-318-340-360 w/MILODON Main Caps	$37.00
BB 383-440 Wedge	$36.00
BB 331-354-392 Hemi (Early)	$36.00
BB 426 Hemi (Factory)	$37.00
OLDSMOBILE	
V8 350 Diesel 5.7	$36.00
V8 307-350-403	$34.00
V8 455	$38.00
PONTIAC	
V8 389-400-455 2-Bolt Mn	$42.00
V8 389-400-455 4-Bolt Mn	$46.00

HEAD STUDS

Make/Engine Size	Your Low Price
AMC	
343 401 (Pre 1970)	$86.00
343-401 (70 up)	$101.00
BUICK	
231 V6 (Stock Heads)	$46.00
231 V6 Stage II	$86.00
CHEVROLET	
200-229 V6	$96.00
Small Block V8	$99.00
BB V8 (Stock Head)	$98.00
BB V8 1/2" Studs (Stock Head)	$118.00
BB V8 Brodex Head 7/16" Studs	$134.00
BB V8 Brodex Head 1/2" Studs	$134.00
BB V8 Dart Head 7/16" Studs	$134.00
BB V8 Dart Head 1/2" Studs	$160.00
FORD	
289-302	$61.00
302 Boss	$64.00
351W (Hi-port Heads)	$69.00
351W	$72.00
351C-351M-400	$76.00
351C (Hi-port Heads)	$77.00
390-427-428	$72.00
429-460	$140.00
MOPAR	
273-340-360	$70.00
273-340-360 (Hi-port Heads)	$75.00
383-426-440 Wedge	$100.00
332-354-392 Hemi	$101.00
426 Factory Hemi	$87.00
OLDSMOBILE	
307-350 (76-80-403	$74.00
330-425-455-350 (68-75)	$63.00
PONTIAC	
389-400-455 (Oval Port Heads)	$71.00
455 (D Port Heads)	$71.00

Milodon OIL PANS
Gold Irridite Finish

4 x 4 OFF ROAD OIL PANS

SB Chevy 6 Qt. #30401	$59.00
BB Chevy 7 Qt. #31100	$89.00
SB Ford (except Bronco) 6 Qt. #30500	$89.00
351W Ford (except Bronco) 6 Qt. #30530	$158.00
351C-351M-400 6 Qt. #30520	$169.00
390-428 Ford 8 Qt. #30550	$199.00
429-460 Ford 8 Qt. #30570	$169.00
BB Mopar 9 Qt. #30980	$109.00
BB Mopar 7 Qt. #30890	$79.00

DEEP SUMP OIL PANS

SB Chevy 6 Qt. #30401	$59.00
BB Chevy 7 Qt. #31100	$89.00
BB Chevy 8 Si Qt. #31110	$99.00
SB Ford 7 Qt. #31030	$79.00
351W Ford 7 Qt. #31030	$109.00
351-C Ford 7 Qt. #31020	$129.00
390-428 Ford 7 Qt. #31130	$149.00
390-428 Ford 9 Qt. #31135	$159.00
429-460 Ford 9 Qt. #31040	$169.00
AMC 7 Qt. #30250	$179.00
For Pick-ups	ADD $19.95

LOW PROFILE OIL PANS

SB Chevy 6 Qt. #30900	$109.00
BB Chevy 7 Qt. #30950	$119.00
SB Mopar 7 Qt. #30935	$119.00
BB Mopar 7 Qt. #30930	$99.00
Ford 8 Qt. #30925	$129.00
For Pick-ups	ADD $19.95

CHROME VALVE COVERS
Precision stamped steel valve covers available in black which will not factory accessories or extra-tall to facilitate the use of exotic valve train applications.

Make/Engine Size	Part#	Your Low Price
AMC		
290-304-343-360-390-401	85530	$32.95
BUICK		
196-225-231 V6	85641	$29.95
CHEVROLET		
200-229 V6	85648	$29.95
283-302-305-307-327-350 (tall)	85500	$29.95
283-302-305-307-327-350-400 (Stock)	85520	$28.95
396-427-454 (tall)	85600	$32.95
FORD		
289-302-351	85650	$29.95
351C-351M-400	85651	$32.95
390-427-428	85652	$32.95
429-460	85653	$32.95
MOPAR		
273-340-360	85535	$32.95
318-340-360	85536	$32.95
OLDSMOBILE		
330-350-400-455	85640	$32.95
PONTIAC		
350-389-400-455	85645	$32.95

Pistons available in all Popular Sizes and Stock Compression Ratios. State Size and Con Rod & Main Bearing sizes if not standard. Camshafts are available from listing in High Performance Camshaft section or stock camshaft will be substituted.

For Lifters & Springs in Kit . . . . . ADD $70.00
For Moly Rings . . . . . ADD $15.00
For substitution of an Isky Supercam, Crane Econopower or Hi-Intensity or Cam Dynamics Energizer Cam . . . . . ADD $40.00

CUSTOM CRANKSHAFT SPECIAL
377 - 383 - 388
STD BORE .030 OVER .060 OVER
CUBIC INCHES
FROM YOUR 350 CHEVY

KIT INCLUDES:
- **FORGED PISTONS** Flat Top TRW Pistons.
- **MOLLY RINGS**
- **CONNECTING RODS** Fitted with new rod bolts
- **CON ROD BEARINGS & MAIN BEARINGS** Performance Clearances
- **CUSTOM GROUND CRANKSHAFT**

YOUR LOW PRICE **$399.00**
NOTE: THE ABOVE KIT WILL REQUIRE HARMONIC BALANCER AND FLYWHEEL FROM 400 CHEVY.

LOW PROFILE AIR CLEANERS
14" Diameter $22.95
(Available with 3" or 5" Element)
Both fit the above fit the 5¼" neck on Holley & Carter carbs

PUSH ROD GUIDE PLATES

SB Chevy	16.95 Set
BB Chevy	29.95 Set
SB Ford	29.95 Set
351C Ford	29.95 Set
429-460 Ford	29.95 set

FREEZE PLUG KITS
Steel $2.95
Brass $6.95

PETE JACKSON GEAR DRIVES
S.B. Chevy
Your Low Price
$189.00
B.B. Chevy $209.00
289-302 Ford $259.00
351C Ford $284.95

SUPER STOCK PISTON KITS
With Cast or Forged Pistons

Four Kit Stages to Choose from . . .
- KIT A • *Pistons & Pins*
- KIT B • *Pistons & Pins - Piston Ring Set*
- KIT C • *Pistons & Pins - Piston Ring Set - Con Rod Bearings & Main Bearings*
- KIT D • *Pistons & Pins - Piston Ring Set - Con Rod Bearings & Main Bearings - Stock or Performance Camshaft*

Make/Size	Cast Piston Kits A	B	C	D	Forged Piston Kits A	B	C	D
AMC								
199-232-258	78.00	83.00	118.00	154.00	118.00	134.00	164.00	204.00
287-304-327-345	118.00	128.00	168.00	208.00	178.00	198.00	228.00	268.00
343-360-401	118.00	128.00	168.00	208.00	178.00	198.00	228.00	268.00
390	118.00	128.00	168.00	208.00	—	—	—	—
BUICK								
231 V6	$303.00	$364.00						
300-340-350	$348.00	$424.00						
400-401-425	$423.00	$494.00						
430-455								
CADILLAC								
366-429-472-500	$423.00	—						
CHEVROLET								
194-230-250-292	$294.00	$344.00						
216-235	$294.00	$344.00						
265-283-327	$294.00	$344.00						
305-307-350	$294.00	$344.00						
396-400-402-427	$334.00	$443.00						
454	$344.00	$489.00						
FORD								
144-170-200-250	$299.00	$339.00						
221-260-289-302	$339.00	$394.00						
351W-351C-400	$359.00	$414.00						
429-460	$440.00	$499.00						
MOPAR								
440	$998.00	$1098.00						

Genuine CLEVITE BEARING *Special*

Rod Bearings
Available STD - 010 - 020 - 030
Main Bearings
Available STD - 010 - 020 - 030
Both for the Price of 1
Low Price of SB Chevy only
$36.95
OTHERS $39.95

AVAILABLE FOR MOST DOMESTIC V8 ENGINES
For Cam Bearings ADD $10.00

PERFORMANCE LIFTERS
Solid/Hydraulic
S.B. CHEVY **$36.95** OTHERS **$39.95**
Available for most popular Domestic Engines

HI-PERFORMANCE CON RODS
PRW Rods are shot-peened magnaflux-ed, reconditioned and fitted with the finest quality **Milodon** Chrome Moly Rod Bolts.
Your Low Price
$148.00
Set of 8 *Available for Chevy • Ford • Mopar & Pontiac*
For Factory Bushed Rods, i.e. SB Mopar & BB Ford ADD $7.50 per Rod

327 CHEVY FORGED 11:25-1 PISTON SPECIAL WITH RINGS
Available Std-030-040-060
As Low As
$99.00

Chevrolet	
305-350	$99.00
400	$119.00
Ford	
302-351W	$99.00
351C-351M-400	$114.00
Mopar	
318-340-360	$99.00
For Moly Rings	ADD $15.00

SPECIAL
460 FORD *SPECIAL*
Unassembled
10:1 or 11:1 Compression Ratio

SHORT BLOCK KIT — Seasoned block, bored, oversize competition honed, TRW forged pistons, chrome moly rings, HD connecting rods, fitted chrome moly rod bolts, crankshaft custom ground and polished for precision tolerance. Your choice of hydraulic or solid camshaft. Double roller timing chain set. Custom balanced for maximum performance.
Short Block Kit - Your Low Price **$1095.00**

LONG BLOCK KIT — As above with Cylinder Heads, performance valve job. New valves 1.94" Intake & 1.50" Exhaust. Hi-performance springs, HD locks, chrome moly Push Rods, Lifters, hi-volume Oil Pump, Complete Gasket set & long slot Rocker Arms.
Long Block Kit - Your Low Price **$1495.00**

OPTIONS: 11:1 Compression Ratio **ADD $100.00** • Steel Crankshaft **ADD $150.00** • Cylinder Heads with 2.02 & 1.60 Valves **ADD $75.00** • Cylinder Heads with screw-in Studs & Guide Plates **ADD $80.00** • Bow Tie Heads with screw-in Studs & Guide Plates and 2.02 & 1.60 Valves **ADD $550.00** • Main Stud kit (4 bolt Main) **ADD $45.00** • Head Stud kit **ADD $96.00**

NOTE: Solid Lifter Camshaft Applications - In order to use mechanical Camshafts on the above engine it is necessary that the Cylinder Heads are converted for use with adjustable Rocker Arms. For machining or stud kits or Heads with screw-in Studs and Guide Plates ADD $100.00 to Long Block kit. Adjustable Rocker Arms will be required - see Rocker Arms section for availability.

HI-PERFORMANCE STAINLESS STEEL VALVES

SIZE	INT/EX	#	Price per VALVE
S.B. CHEVROLET			
1.94	Intake	000	$9.95
1.94	Intake	010	$9.95
2.05	Intake	020	$10.95
1.50	Exhaust	030	$9.95
1.60	Exhaust	040	$9.95
B.B. CHEVROLET			
2.060	Intake	100	$12.50
2.190	Intake	110	$12.50
1.715	Exhaust	120	$12.50
1.880	Exhaust	130	$12.50
S.B. MOPAR			
1.875	Intake	200	$12.50
2.020	Intake	210	$12.50
1.600	Exhaust	220	$12.50
B.B. MOPAR			
2.080	Intake	230	$12.50
2.140	Intake	270	$12.50
1.650	Exhaust	240	$12.50
1.740	Exhaust	250	$12.50
1.880	Exhaust	260	$12.50
S.B. FORD 289-302-351W			
1.780	Intake	300	$12.50
1.910	Intake	310	$12.50
1.460	Exhaust	320	$12.50
1.600	Exhaust	330	$12.50
FORD 351C-351M-400			
2.190	Intake	340	$12.50
2.310	Intake	350	$12.50
1.710	Exhaust	360	$12.50
FORD 429-460			
2.245	Intake	370	$12.50
1.725	Exhaust	380	$12.50

HI-PERFORMANCE DOUBLE ROLLER CHAIN SETS
SB Chevy **$18.95** BB Chevy $29.95 SB Ford $29.95 SB Mopar $29.95 BB Mopar $29.95

FLAT TOP PISTON SPECIALS WITH RINGS
Available Std-030-040-060
As Low As
$99.00

Chevrolet	
305-350	$99.00
400	$119.00
Ford	
302-351W	$99.00
351C-351M-400	$114.00
Mopar	
318-340-360	$99.00
For Moly Rings	ADD $15.00

SPECIAL
350 CHEVROLET
4 Bolt Mains • Unassembled
9:1 or 10:1
Compression Ratio
Street • Strip
Street • Competition

SHORT BLOCK KIT — 350 4 bolt Mains, block bored oversized, honed for moly rings. Pistons Decked, line honed, painted inside Rustoleum, outside factory orange. TRW forged pistons, chrome moly rings, HD connecting rods, fitted chrome moly rod bolts, crankshaft custom ground and polished for precision tolerance. Your choice of hydraulic or solid camshaft. Double roller timing chain set. Custom balanced for maximum performance.
Short Block Kit - Your Low Price **$995.00**

LONG BLOCK KIT — As above with Cylinder Heads, performance valve job. New valves 1.94" Intake & 1.50" Exhaust. Hi-performance springs, HD locks, chrome moly Push Rods, Lifters, hi-volume Oil Pump, Complete Gasket set & long slot Rocker Arms.
Long Block Kit - Your Low Price **$1395.00**

OPTIONS: 11:1 Compression Ratio **ADD $100.00** • Steel Crankshaft **ADD $150.00** • Cylinder Heads with 2.02 & 1.60 Valves **ADD $75.00** • Cylinder Heads with screw-in Studs & Guide Plates **ADD $80.00** • Bow Tie Heads with screw-in Studs & Guide Plates and 2.02 & 1.60 Valves **ADD $550.00** • Main Stud kit (4 bolt Main) **ADD $45.00** • Head Stud kit **ADD $96.00**

NOTE: Solid Lifter Camshaft Applications - In order to use mechanical Camshafts on the above engine it is necessary that the Cylinder Heads are converted for use with adjustable Rocker Arms. For machining or stud kits or Heads with screw-in Studs and Guide Plates **ADD $100.00** to Long Block kit. Adjustable Rocker Arms will be required - see Rocker Arms section for availability.

WE SUPPLY ALL CORES - EXCHANGE IS NOT REQUIRED.

California residents: Items in this ad are: Not legal for sale or use on pollution controlled motor vehicles in California: Legal in California only for racing vehicles which may not be used on highway

WE CARRY A COMPLETE LINE OF MECHANICAL ENGINE PARTS FOR ALL APPLICATIONS. STOCK REPLACEMENT, HI-PERFORMANCE & RACING.

SUPER STOCK CRANK KIT
Kit Includes:
- **PISTONS & PINS**
- **PISTON RINGS**
- **CONNECTING RODS**
- **CON ROD & MAIN BEARINGS**
- **CRANKSHAFT**

	Your Low Price CAST PISTONS	FORGED PISTONS
AMC		
199-232-258	$296.00	$344.00
287-290-304-327	$349.00	$418.00
343-360-401	$349.00	$418.00
390	$349.00	—
BUICK		
231 V6	$303.00	$364.00
300-340-350	$348.00	$424.00
400-401-425		
430-455	$423.00	$494.00
CADILLAC		
366-429-472-500	$423.00	—
CHEVROLET		
194-230-250-292	$294.00	$344.00
216-235	$294.00	$344.00
265-283-327	$294.00	$344.00
305-307-350	$294.00	$344.00
396-400-402-427	$334.00	$443.00
454	$344.00	$489.00
FORD		
144-170-200-250	$299.00	$339.00
221-260-289-302	$339.00	$394.00
351W-351C-400	$359.00	$414.00
429-460	$440.00	$499.00
MOPAR		
440	$998.00	$1098.00

SUPER STOCK MASTER KIT
Kit Includes:
- **PISTONS & PINS**
- **PISTON RINGS**
- **CONNECTING RODS**
- **ROD & MAIN BEARINGS**
- **CRANKSHAFT**
- **CAMSHAFT/LIFTERS-SPRINGS**
- **TIMING CHAIN SET**
- **OIL PUMP**
- **CAM BEARINGS**
- **GASKET SET**

	Your Low Price CAST PISTONS	FORGED PISTONS
AMC		
199-232-258	$457.00	$504.00
287-290-304-327	$509.00	$568.00
343-360-401	$509.00	$573.00
390	$509.00	—
BUICK		
231 V6	$463.00	$524.00
300-340-350	$509.00	$584.00
400-401-425		
430-455	$583.00	$674.00
CADILLAC		
390-429-472-500	$583.00	—
CHEVROLET		
194-230-250-292	$456.00	$504.00
216-235	$459.00	$518.00
265-283-327	$459.00	$519.00
305-307-350	$459.00	$519.00
396-400-402-427	$504.00	$649.00
454	$504.00	$649.00
FORD		
144-170-200-250	$459.00	$499.00
221-260-289-302	$459.00	$514.00
351C-351M-400	$479.00	$549.00
351W-352-390	$498.00	$529.00
272-292-312	$494.00	
429	$494.00	$669.00
460	$494.00	$669.00
MOPAR		
225-273-318-340-360	$459.00	$508.00
361-383-413	$509.00	$528.00
426-440	$509.00	$578.00
OLDSMOBILE		
350-389	$509.00	$572.00
394-400-425-455	$549.00	$588.00
PONTIAC		
230-250-OHC	$344.00	$458.00
326-350-389		
400-455	$509.00	$598.00

Pistons available in all Popular Sizes and Stock Compression Ratios. State Piston Size required.
For Moly Rings . . . . . ADD $15.00
For Custom Balancing . . . . . ADD $60.00
For substitution of an Isky Supercam, Crane Econopower or Hi-Intensity or Cam Dynamics Energizer Cam . . . . . ADD $40.00
Crankshafts—Steel Crankshafts are available as options for Chevrolet 327 large journal, 350-396-427 & 454, Oldsmobile 330-455 and Mopar 340 & 440 for an additional charge . . . . . ADD $150.00

HI-PERFORMANCE LONG SLOT ROCKER ARMS

SB Chevy	39.95 set 16
BB Chevy	59.95 set 16
Kit Includes Arms, Balls, Nuts	

ROCKER ARMS SET OF 16
FORD
SB Ford 289-302-351W $69.95
Stee Year; Rail or Non-rail
351C-Boss 429 . . . . . $79.95
Adjustable Kit w/Arm, Ball, Nut.
390-427-428 Adjustable Rockers . $83.00
PONTIAC
V8 1:5 Ratio $59.95
V8 1:6 Ratio $59.95
Includes Arms, Balls, Nuts
MOPAR
SB Mopar Adjustable $122.95
BB Mopar Adjustable $122.95
We have Rocker Arms for all engines. Phone for Your Low Price.

HI-PERFORMANCE TIMING CHAIN SETS
Steel Gears

SB Chevy	All Others
$18.95	**$24.95**

ENGINE CLEANING BRUSHES
Universal 10-piece kit for all engines. Brushes range from ¼" to 1¼". A must for all engine builders:
Your Low Price **$12.50**

MANLEY O.E.M. REPLACEMENT VALVES
Legal N.H.R.A. Replacement

Size	Type	Part #	Your Low Price
SMALL BLOCK CHEVY			
1.72	Intake	1078	$1.85
1.94	Intake	1476	$2.85
2.02	Intake	1650	$4.75
1.50	Exhaust	1077	$2.85
1.60	Exhaust	1649	$5.95
BIG BLOCK CHEVY			
2.06	Intake	1652	$3.95
2.19	Intake	1654	$6.95
1.72	Exhaust	1651	$4.95
SMALL BLOCK MOPAR			
1.88	Intake	1778	$3.95
1.60	Exhaust	1721	$3.95
B.B. MOPAR (WEDGE)		

ENGINE KITS & PARTS AT WHOLESALE PRICES.

PERFORMANCE AUTOMOTIVE WHOLESALE, INC.
21122 Lassen Street, Chatsworth, CA 91311
818-998-6000

RACING PISTON KIT

Kit Includes:
- RACING PISTONS & PINS
- CLT7 CON ROD & MAIN BEARINGS
- MOLLY RINGS

	PISTON	Your Low Price
AMC		
199-232-258	Custom	$419.00
287-290-304-327	Custom	$419.00
343-360-390-401	Custom	$559.00
390	TRW	$459.00
BUICK		
231 V6	Custom	$419.00
231 V6	TRW	$579.00
300-350	Custom	$559.00
400-401-425-430-455	Custom	$599.00
CADILLAC		
390-427-472-500	Custom	$659.00
CHEVROLET		
145-194 Corvair	Custom	$419.00
194-230-250-292	Custom	$419.00
230-250	TRW	$359.00
216-235	Custom	$419.00
200-229 V6	Custom	$419.00
229 V6	TRW	$379.00
262-267-327-350	Custom	$559.00
283-302-307-327-350	TRW	$589.00
396-402-427-454	Custom	$599.00
396-400-427-454	TRW	$739.00
348-409	Custom	$669.00
FORD		
144-170-200-250	Custom	$419.00
289-302-351W	Custom	$559.00
289-302-351W	TRW	$589.00
351C	TRW	$599.00
351C-351M-400	Custom	$589.00
332-352-390	Custom	$589.00
272-292-312	Custom	$589.00
427-428-429-460	Custom	$589.00
427-428-460	TRW	$469.00
MOPAR		
170-198-225	Custom	$419.00
273-318-340-360	Custom	$559.00
318-340-360	TRW	$469.00
361-383-413-426-440	Custom	$579.00
383-440	TRW	$479.00
426 Hemi	Custom	$669.00
OLDSMOBILE		
330-350-394		
400-425-455	Custom	$659.00
350-455	TRW	$369.00
PONTIAC		
230-250	Custom	$419.00
326-350-389-400-455	Custom	$589.00
400-455	TRW	$469.00

TRW Forged Pistons—are available in popular compression ratios & sizes. Please check with our tech line for availability for your application.
Custom Racing Pistons—are available in any Compression Ratio or Size and are made to your specification for most applications at no extra charge. Pistons include 8620 Std. Pins. Options include H.D. Pins, special valve pockets, blower & turbo charger designs.
Chrome Moly Rod Bolts—are available for most engines ..... ADD $60.00
Custom Balancing—for Custom Balancing of any kit ..... ADD $60.00
Crankshafts—Steel Crankshafts are available as options for Chevrolet 327 large journal, 350-396-427 & 454, Oldsmobile 330-455 and Mopar 340 & 440 for an additional charge ..... ADD $150.00

RACING CRANK KIT

Kit Includes:
- RACING PISTONS & PINS
- CLT7 CON ROD & MAIN BEARINGS
- CHROME MOLLY RINGS
- CONNECTING RODS
- CRANKSHAFT

	PISTON	Your Low Price
AMC		
199-232-258	Custom	$579.00
287-290-304-327	Custom	$719.00
343-360-390-401	Custom	$849.00
390	TRW	$619.00
BUICK		
231 V6	Custom	$579.00
231 V6	TRW	$529.00
300-350	Custom	$719.00
400-401-425-430-455	Custom	$849.00
CADILLAC		
390-427-472-500	Custom	$999.00
CHEVROLET		
194-230-250-292	Custom	$769.00
230-250	TRW	$709.00
200-229 V6	Custom	$769.00
229 V6	TRW	$729.00
262-267-283-302-307-327-350	Custom	$909.00
283-302-307-327-350	TRW	$739.00
396-400-402-427-454	Custom	$939.00
396-400-402-427-454	TRW	$775.00
348-409	Custom	$1019.00
FORD		
144-170-200-250	Custom	$769.00
289-302-351W	Custom	$909.00
289-302-351W	TRW	$739.00
351C	TRW	$749.00
351C-351M-400	Custom	$939.00
332-352-390	Custom	$939.00
272-292-312	Custom	$939.00
427-428-429-460	Custom	$939.00
427-428-460	TRW	$819.00
MOPAR		
170-198-225	Custom	$769.00
273-318-340-360	Custom	$909.00
318-340-360	TRW	$819.00
361-383-413-426-440	Custom	$949.00
383-440	TRW	$849.00
OLDSMOBILE		
330-350-394		
400-425-455	Custom	$939.00
350-455	TRW	$719.00
PONTIAC		
230-250	Custom	$769.00
326-350-389-400-455	Custom	$939.00
400-455	TRW	$819.00

TRW Forged Pistons—are available in popular compression ratios & sizes. Please check with our tech line for availability for your application.
Custom Racing Pistons—are available in any Compression Ratio or Size and are made to your specification for most applications at no extra charge. Pistons include 8620 Std. Pins. Options include H.D. Pins, special valve pockets, blower & turbo charger designs.
Chrome Moly Rod Bolts—are available for most engines ..... ADD $60.00
Custom Balancing—for Custom Balancing of any kit ..... ADD $60.00
Crankshafts—Steel Crankshafts are available as options for Chevrolet 327 large journal, 350-396-427 & 454, Oldsmobile 330-455 and Mopar 340 & 440 for an additional charge ..... ADD $150.00

ISKY SUPER CAMS
Economy / Hi-torque / RV

Your Low Price **$69.95**
Available for most V8 engines

ISKY MEGA CAMS
The Ultimate Hydraulic Camshaft

Camshaft Only **$79.95**
Available for most V8 engines

CAM DYNAMICS ENERGIZER CAMS
Smoothe Idle • Strong Low-end and Mid-range Power

Your Low Price **$59.95**

TRW WATER PUMPS

Your Low Price

CHEVROLET	
Small Block	from $29.95
Big Block	from $54.95
FORD	
289-302-351W	from $39.95
351C-400-351M	from $42.95
429-460	from $46.95
390-428	from $49.95
CHRYSLER	
Small Block	from $29.95
Big Block	from $29.95

We have many more pumps for all domestic models. Phone for Your Low Price.

SPECIAL

427 or 454 BIG BLOCK CHEVY
Unassembled

4 Bolt Mains • Available up to 468 Cubic Inches.

SHORT BLOCK KIT — 454 4 Bolt Mains, block bored oversized, honed for moly Rings. Cam Bearings installed. Brass Freeze Plugs. Painted inside with Rustoleum, outside factory color. Your choice of 10:1 or 11:1 compression ratio, forged TRW pistons, chrome moly Rings, CLT7 Con Rod & Main Bearings. Heavy-duty Connecting Rods fitted chrome moly 3/8" Rod Bolts. Crankshaft custom ground and micro polished Rod & Main Journals. Double roller Timing Chain set. Your choice of solid or hydraulic Camshaft. Custom balanced for maximum performance.
Short Block Kit - Your Low Price **$1399.00**

LONG BLOCK KIT — As above with oval port Cylinder Heads, performance Valve job. Heavy duty Springs. HD Locks, chrome moly Push Rods. Lifters. Hi-volume Oil Pump. Long Last Rocker Arms and complete engine Gasket Sets.
Long Block Kit - Your Low Price **$1799.00**

OPTIONS: 7/16" Connecting Rods ADD $500.00 • Rectangular Port Heads ADD $500.00 • 454 Steel Crankshaft ADD $180.00

ENGINE KITS & PARTS AT WHOLESALE PRICES.

RACING MASTER KIT

Kit Includes:
- RACING PISTONS & PINS
- CLT7 CON ROD & MAIN BEARINGS
- MOLLY RINGS
- CONNECTING RODS
- CRANKSHAFT
- PERFORMANCE CAM, LIFTERS & SPRINGS
- CAM BEARINGS
- RACING TIMING CHAIN SET
- HI-VOLUME OIL PUMP
- GASKET SET

	PISTON	Your Low Price
AMC		
199-232-258	Custom	$769.00
287-290-304-327	Custom	$909.00
343-360-390-401	Custom	$949.00
390	TRW	$809.00
BUICK		
231 V6	Custom	$799.00
231 V6	TRW	$719.00
300-350	Custom	$899.00
400-401-425-430-455	Custom	$949.00
CADILLAC		
390-427-472-500	Custom	$999.00
CHEVROLET		
194-170-200-250	Custom	$769.00
230-250	TRW	$709.00
200-229 V6	Custom	$769.00
229 V6	TRW	$729.00
262-267-283-302-307-327-350	Custom	$909.00
283-302-307-327-350	TRW	$739.00
396-400-402-427-454	Custom	$939.00
396-400-402-427-454	TRW	$775.00
348-409	Custom	$1019.00
FORD		
144-170-200-250	Custom	$769.00
289-302-351W	Custom	$909.00
289-302-351W	TRW	$739.00
351C	TRW	$749.00
351C-351M-400	Custom	$939.00
332-352-390	Custom	$939.00
272-292-312	Custom	$939.00
427-428-429-460	Custom	$939.00
427-428-460	TRW	$819.00
MOPAR		
170-198-225	Custom	$769.00
273-318-340-360	Custom	$909.00
318-340-360	TRW	$819.00
361-383-413-426-440	Custom	$949.00
383-440	TRW	$849.00
OLDSMOBILE		
330-350-394		
400-425-455	Custom	$939.00
350-455	TRW	$719.00
PONTIAC		
230-250	Custom	$769.00
326-350-389-400-455	Custom	$939.00
400-455	TRW	$819.00

TRW Forged Pistons—are available in popular compression ratios & sizes. Please check with our tech line for availability for your application.
Custom Racing Pistons—are available in any Compression Ratio or Size and are made to your specification for most applications at no extra charge. Pistons include 8620 Std. Pins. Options include H.D. Pins, special valve pockets, blower & turbo charger designs.
Chrome Moly Rod Bolts—are available for most engines ..... ADD $60.00
Custom Balancing—for Custom Balancing of any kit ..... ADD $60.00
Crankshafts—Steel Crankshafts are available as options for Chevrolet 327 large journal, 350-396-427 & 454, Oldsmobile 330-455 and Mopar 340 & 440 for an additional charge ..... ADD $150.00

RACING ENGINE KIT

Complete Unassembled
Home Rebuilder Special Kit
For Strip • Strip • RV • Competition

SHORT BLOCK KIT Includes:
- **BLOCK:** Seasoned Block bored oversize, custom honed, dry decked, line honed. Fitted freeze plugs. Cam Bearings, painted color of your choice.
- **PISTONS:** Racing pistons, Cast or Forged. Available in the compression ratio of your choice up to 13:1.
- **PISTON RINGS:** Available in Chrome, Chrome Moly or Iron Compression Ring — Your Choice.
- **CONNECTING RODS:** Shot peened magnafluxed resize, fitted Chrome Molly Rod Bolts for maximum strength.
- **CRANKSHAFT:** Custom Ground on Rod, And Main Journals. Micro-polished with oil holes chamfered.
- **CON ROD & MAIN BEARINGS:** Top quality Brand Name Tri-Metal bearings for perfect fit.
- **DOUBLE TIMING CHAIN SET:** Steel Gears and Chain; a matched set.
- **CAMSHAFT:** Your choice Solid or Hydraulic for Street, Strip or RV.
- **ASSEMBLY CUSTOM BALANCED**

	Your Low Price TRW	Your Low Price CUSTOM
BUICK		
231 V6	$1099.00	$1099.00
CHEVROLET		
262 (4 Bolt Main)	$1098.00	$1268.00
327	$1098.00	$1268.00
350 (2 Bolt Main)	$1098.00	$1268.00
350 (4 Bolt Main)	$1198.00	$1368.00
400 (2 Bolt Main)	$1198.00	$1362.00
400 (4 Bolt Main)	$1299.00	$1469.00
396-427 (2 Bolt)	$1269.00	$1433.00
454 (2 Bolt Main)	$1299.00	$1463.00
454 (4 Bolt Main)	$1599.00	$1763.00
FORD		
289-302-351W	$1089.00	$1259.00
351C	$1189.00	$1359.00
351C (4 Bolt)	Phone	Phone
390	$1489.00	$1689.00
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MOPAR		
440	$1499.00	$1599.00

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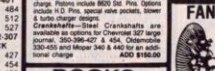

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PART #	DURATION INT	DURATION EX	LIFT INT	LIFT EX
AMC 66 UP 290-304-360-390-401				
863901	260	272	456	484
863941	272	284	484	512
863801	278	290	498	527
CHEVROLET V8 265-283-302-307				
327-350-400 SMALL BLOCK				
113971	248	260	400	427
113901	260	272	427	454
113941	272	284	454	480
113801	278	278	467	467
CHEVROLET 396-402-427-454 BIG BLOCK				
113971	248	260	453	484
113901	260	272	484	515
113941	272	284	515	544
113801	278	290	529	560
FORD 351C-351M-400				
523971	248	260	461	493
523901	260	272	493	524
523941	272	284	524	554
523801	278	290	539	570
FORD 260-289-302 (351W BY CHANGING FIRING				
363971	248	260	427	456
363901	260	272	456	484
363941	272	284	484	512
363801	284	290	498	527
FORD 352-390-406-427-428 (66 UP)				
343971	248	260	469	501
343901	260	272	501	533
343941	272	284	533	563
343801	278	290	548	580
FORD 429-460				
353901	260	272	487	518
353941	272	284	518	547
MOPAR 273-340-360-318 (67 UP)				
693941	284	260	400	427
693901	260	272	427	454
693941	272	284	454	480
693801	278	290	467	494
MOPAR 350-361-383-400-413 426(WEDGE)440				
643971	248	260	400	427
643901	260	272	427	454
643941	272	284	454	480
643801	278	290	467	494

BOOKS

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BB Chevy	$9.95
How to Tune	
Ford 351C-351M-400-429-460	$9.95
BB Ford 289-302-351W	$9.95
BB Ford F-E. 390-428	$9.95
BB Ford 1-3/16 & 2/0 OHC	$9.95
SB Chevy	$9.95
BB Chevy	$9.95
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Holley 4150 Manifolds	$4.95
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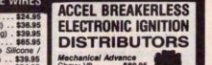

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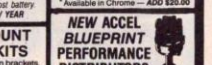

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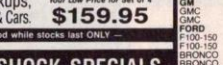

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THUNDERBOLT STREET CLUT

Red-n-Rad

Father and Son Project

BY LARRY SAAVEDRA

Routinely, 18-year-old Jeff Donnell dreamed of owning a radical show truck. The fact is, he was *always* thinking about building one, but subconsciously felt it was impossible since his only income was from a part-time job after school. But, as his attitude on customizing changed, so did his situation.

Even though the part-time work is still his only source of income, Jeff is the proud owner of a brilliant red 1973 Datsun pickup that's sure to capture a few trophies in the years ahead. This rather quick turnaround of events is due, in part, to a new style of pickup customizing called Euro-look. This technique comes to the States via Europe and is proving to be an inexpensive way to design a quality show truck.

MODEL: ROBIN ARGURI

PHOTOS BY LARRY SAAVEDRA

Truckin'

Jeff Donnell
Santa Ana, California
1973 Datsun 620

RAD-N-RED

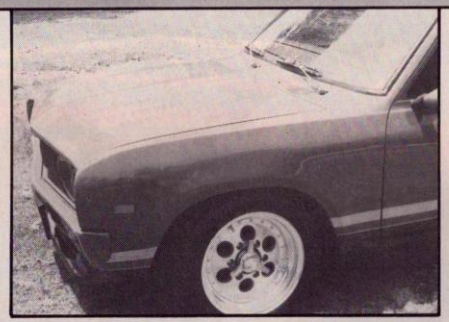
The idea behind a Euro-style pickup is that parts are stripped off rather than added or bolted on the body. The fancy chrome products we now buy for our pickups are *not* a part of the Euro-style package. Moreover, the Euro-style look is very, very clean because body seams are normally filled and emblems are removed. Another factor which makes the Euro-look popular is that almost every part is color matched to the body color: the bumpers, grille, wipers, etc. are all color-coordinated with the body. As you can see, paint is the main ingredient and by doing the labor yourself the cost of customizing is cut down to a minimum. The only major expense would be the tires and wheels which should accent the smooth sleek lines of a Euro-style pickup.

This 620 Datsun was a father and son project and, as Jeff's father Mike Donnell tells us, "Jeff and I went to a lot of trouble filling in the body seams and using only metal filler, not bondo. I believe this pickup incorporates the street rod look of the '60s along with the current style in minis and it definitely is an eye catcher." We'd have to agree. ■

ABOVE — Louvers adorn the tailgate, hood and below the rear window. Note the frenched license plate and European tailpipes.

LEFT — Jeff Donnell, owner of this Euro mini, would like to give a special thanks to all the folks that made his dream truck possible. They are Bush Polishing, Bonarous Upholstery, Orange Plaza Muffler, Betz Speed and Color, Nissan of Orange, Sir Michaels Louver Co. and especially his father Mike Donnell who Jeff says, "Really showed me a lot about customizing."

RIGHT — Jeff's Datsun was lowered in the rear with five inches of blocks and dropped in the front via the torsion bars. According to Mike Donnell, "We really went into this project as a father and son thing. I tried to teach him the body techniques I learned in my heyday and he was really receptive towards them."



TECH & SPECS

Value:
$9,000

Body:
Modifications: All body seams filled and emblems removed, frenched running lights, custom louvered tailgate, panels and hood, shaved door handles, shaved drip rail moldings. Fabricated spoiler off a 1986 Nissan, gas door removed and all bolts on bumpers removed and holes welded.
Paint: Guards red lacquer with candy yellow, blue and brandywine graphics. Painted by Mike Donnell.

Interior:
Upholstery: Bench seat in Doeskin velour by Bonarous of Anaheim. Bench seat includes custom arm rests. Custom door panels and headliner also in Doeskin velour.
Carpet: Doeskin plush.
Electronics: Sun gauges, Concord HPL 122R stereo with Tenna Phase III speakers. Power windows with 1985 Porsche switches.
Other: Custom center console made by Mike Donnell and 14-inch Formuling France racing steering wheel.

Driveline:
Engine: 1983 Nissan L-18 with dual side draft Weber carburetors.
Transmission: Stock
Rear end: Stock
Other: Engine polished and heads ported and polished. Hedman Hedders with dual Monza tips.

Suspension:
Lowered five inches in rear with blocks and dropped in front with standard torsion bars.

Wheels:
15x7 Enkei

Tires:
Y2000 205x50-15 Fulda

Stereo Buyer's Guide '86

Sound War Summer

BY LARRY SAAVEDRA

Welcome to the age of Sound Wars! Today's high-intensity auto stereo systems, equipped to rock your socks off are becoming America's number one pastime. Manufacturers like Alpine, Sony and Kenwood, just to name a few, are jumping on the bandwagon, producing outrageous high-fidelity stereo systems that are defying the laws of physics — and blasting you into the outer limits of music. But before you buy, there's a few points surrounding stereos you should be aware of.

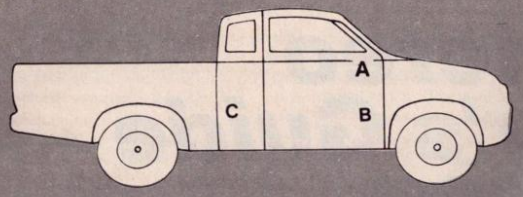
Take for an example the story of "power" or "watts" which most people relate to volume. Joe McAverage decides to purchase a 20 watt AM/FM stereo receiver and a pair of 6x9-inch speakers of average quality. Well, McAverage is one of those fellows who cranks his system so loud you can hear him coming five blocks away. He seems to be concerned about his equipment because it's supposed to be able to break glass at 100 paces and it does, however it sounds like #%*«! The answer? Well, what Joe figured was because he had 20 watts per channel that he had unlimited power, which he thought meant unlimited music quality at any volume! Wrong. By keeping the volume down to a mellow roar, Joe would have been able to produce high-quality listening and still enjoy the rumble his speakers produce. By increasing his power to say 100 watts per channel, yes, he would be able to crank that baby to the limit and probably maintain a decent sound. But remember, you can still find a happy medium between high-volume and high-quality stereophonics. Your speakers will last longer, your stereo will play smoother and your neighbors will like you again!

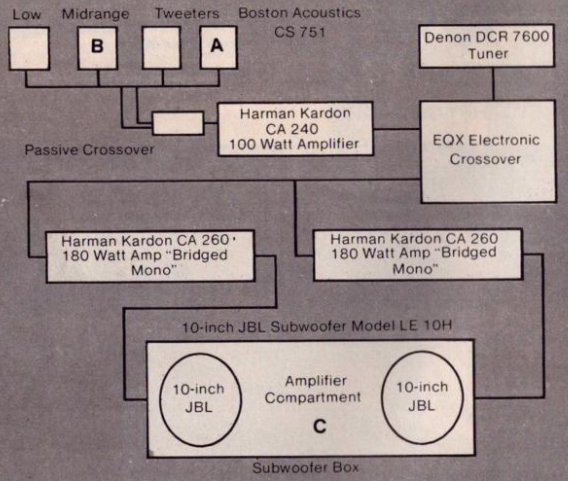
Still confused? Well, hold on because if you're searching for the ultimate in auto stereo equipment things are looking up. Choosing the proper equipment has always been a task that many of us would rather avoid. Buying the first choice the salesman recommends is so easy and it sometimes satisfies our need to rock n' roll. But if you want the most out of your system then comparison shopping should be included on your list of things to do.

By being a demanding consumer you'll find that you will save money and prevent the headaches that always come with decision making. For example, shop at stereo outlets that offer a wide variety of equipment and be sure all the equipment you intend to purchase is backed by a written guarantee. Decide how much power you need for your vehicle and be sure to ask the salesman if the stereo unit itself needs additional equipment (amps, etc.) to perform. And lastly, don't choose the $29.95 (speakers included) stereo package just because it's cheap . . . it'll sound worse than a tin can on a string when you get home.

Now we don't want to suggest that you purchase a particular brand of stereo equipment, so the following pages are filled with items from a score of popular auto stereo and accessory manufacturers. Happy shopping! ■

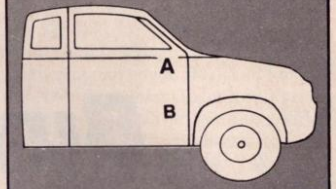
SYSTEM #1

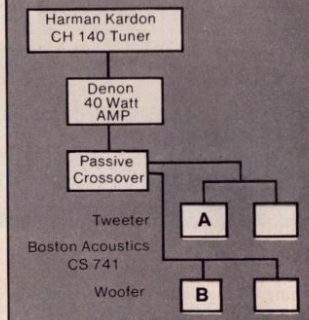




TUNER - Denon DCR 7600 ..... $599.95
AMPLIFIER - Harman Kardon CA 240 (Low Midrange/Tweeter Amp) $299.95
Harman Kardon CA 260 (Subwoofer Amplifier) $799.95
ELECTRONIC CROSSOVER - EQX Crossover $299.95
SPEAKERS - Boston Acoustics CS 751 (Low Midrange/Tweeters/Passive Crossover) $189.95
JBL LE 10H 10-inch (Subwoofers) $399.95
Subwoofer Box Unit $250.00
LABOR $250.00
TOTAL COST $3,089.70

SYSTEM #2





TUNER - Harman Kardon CH 140 ... $369.00
AMPLIFIER - Denon CR 3100 ..... $99.00
SPEAKERS - Boston Acoustics CS 741 (Woofers/Tweeters/Crossovers) $149.00
LABOR $100.00
TOTAL COST $717.00

System Design by Sound Oydessy, Northridge, California

We went to the professionals for advice on stereo system installations. Kip Grossman, owner of Sound Odyssey in Northridge, California designed the above charts which best illustrate the answer. Pictured above are system installation designs: On the left is a stereo design which is becoming typical among "truck show" enthusiasts, and a more moderately priced system is on the right. Both systems are designed for any model or make of pickup. Note that the listed prices are suggested retail as supplied to us by Sound Odyssey, and many vary. For more information contact Kip Grossman at Sound Odyssey, 8945 Tampa Ave., Dept. TR, Northridge, CA 91324 or an auto sound system dealer in your area.

Autotek
1447 N. Carolan Avenue
Dept. TR
Burlingame, CA 94010

The SR-90 Autotek digital LCD stereo features full night illumination, ANRC noise control, auto reverse, clock, four-way fader, mini chassis, bass and treble control and more.

American Cytech Corporation
Highway 169 South
P.O. Box 522
Dept. TR
Osseo, MN 55369

American Cytech has recently initiated marketing its all-new American Audio "In dash vehicle video system." The system features a stereo cassette player with auto reverse, AM/FM stereo radio, 50 watt sound system, digital readout, clock, plus a two-inch black and white television with zoom and VCR connection.

Alpine Electronics of America, Inc.
19145 Gramercy Place
Dept. TR
Torrance, CA 90509

Alpine Electronics offers a full line of auto stereo equipment to suit any vehicle application. *(A)* The 1986 introduction of model 7368 establishes a new flagship for universal tuner/cassette decks from Alpine. Incorporating the most advanced tape head designs and AM/FM tuners, the 7368 is in a class of its own. *(B)* Model 6399 6x9-inch three-way 100 watt speaker system. *(C)* New additions to the Alpine line are a model 8115 remote-operated security system and the 8007 head unit alarm interface. *(D)* The new model 3654 four-way Active Dividing Network from Alpine is a highly versatile all-in-one component for controlling the dynamics of a multiple-speaker audio system. *(E)* Model 3317 pre-amp seven-band electronic equalizer.

A

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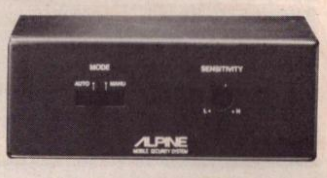

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Sparkomatic Corporation
Dept. TR
Milford, PA 18337

(A) Sparkomatic is now shipping the SR 315 auto reverse AM/FM stereo cassette radio, which was displayed at the recent consumer electronics show. *(B)* The SR 430 high power electronically tuned AM stereo FM stereo with auto reverse cassette and five-band graphic equalizer. *(C)* SR 425 high power electronic tuner AM stereo and FM stereo with cassette. *(D)* The Sparkomatic Road Alert 30 micro-compact maximum performance radar detector. *(E)* ASK 3030 amplified 50 watt subwoofer adds powerful bass response to any speaker system. *(F)* ASK 3000 bi-amplified 50 watt door mount stereo speakers with satellite tweeters.

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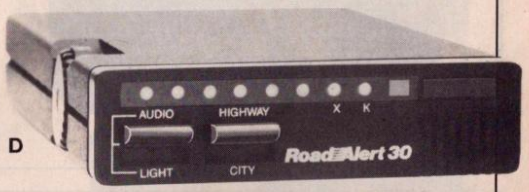

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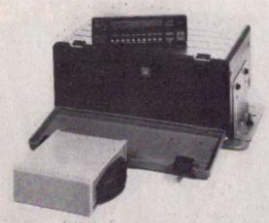
Sony Corporation of America

9 West 57th Street
Dept. TR
New York, NY 10019

Sony offers a full line of auto stereo components to suit virtually any vehicle application. *(A)* Disc Jockey compact disc changer for the car, shown with remote control commander, 10-disc magazine and optional AM/FM tuner pack. *(B)* Sony's XR-787R remote control receiver/tape deck. *(C)* XS-F693 high performance speakers. *(D)* The XM-640 amplifier. *(E)* XE-110 equalizer. *(F)* XR-27R remote control receiver/tape deck. *(G)* XS-107 high power speakers.

D



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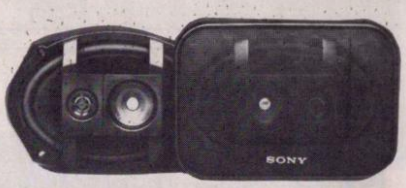

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G

Concord Systems, Incorporated

6025 Yolanda Avenue
Dept. TR
Tarzana, CA 91356-1495

Concord Systems, Inc. recently announced the addition of several all-new auto stereo systems to their list of fine stereo products. *(A)* The HPL-540 is the first Concord unit to utilize a flat-face design; the system has a full complement of both performance and convenience. *(B)* Concord's all new HPL-550 unit is part of their new premium grade of stereo units. This unit features AM *sterero* along with a list of other advanced features. *(C)* Concord's HPA-54 power amplifier.

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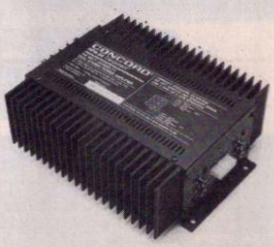
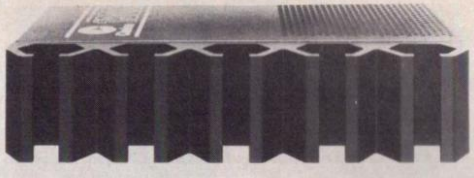


C

Clarion Corporation of America

5500 Rosecrans Avenue
Dept. TR
Lawndale, CA 90260

Clarion offers a full line of auto stereo equipment and has recently announced the introduction of a new line of "premier" auto stereo receivers. *(A)* Clarion's compact disc digital audio player. *(B)* Their 9425RT ETR stereo AM/FM cassette receiver. *(C)* Clarion's 1300A power amplifier. *(D)* The 700EQA equalizer amplifier featuring 50 watts of power output. *(E)* Clarion's CA-2 mobile security system.



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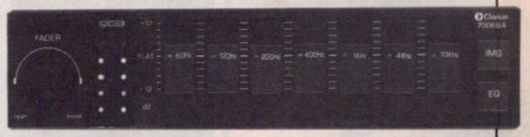

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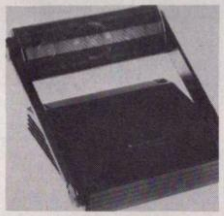
Blaupunkt

2800 South 25th Avenue
Dept. TR
Broadview, IL 60153

Blaupunkt offers a full line of auto stereo equipment including all-new compact disc players (CDP). *(A)* The Lexington SQR 46 AM/FM stereo radio and cassette player. Features are transflective LCD readout, electronic tuning, auto reverse, track logic and "soft touch" controls. *(B)* The Blaupunkt Frankfurt SQM 36 AM/FM stereo receiver features digital transflective LCD readout with electronic tuning. *(C)* CDP 05 compact disc player. *(D)* MD 5054 multidirectional speaker kit. *(E)* MD 5062 multidirectional speaker kit. *(F)* CD cartridge that replaces manufacturer's disc sleeves.



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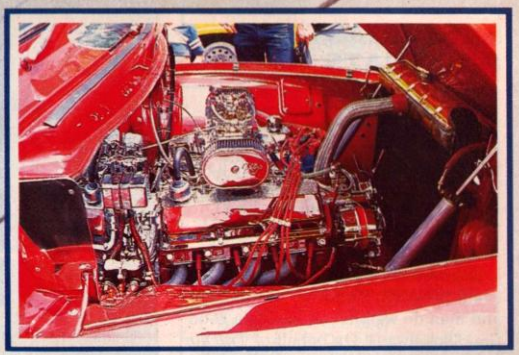
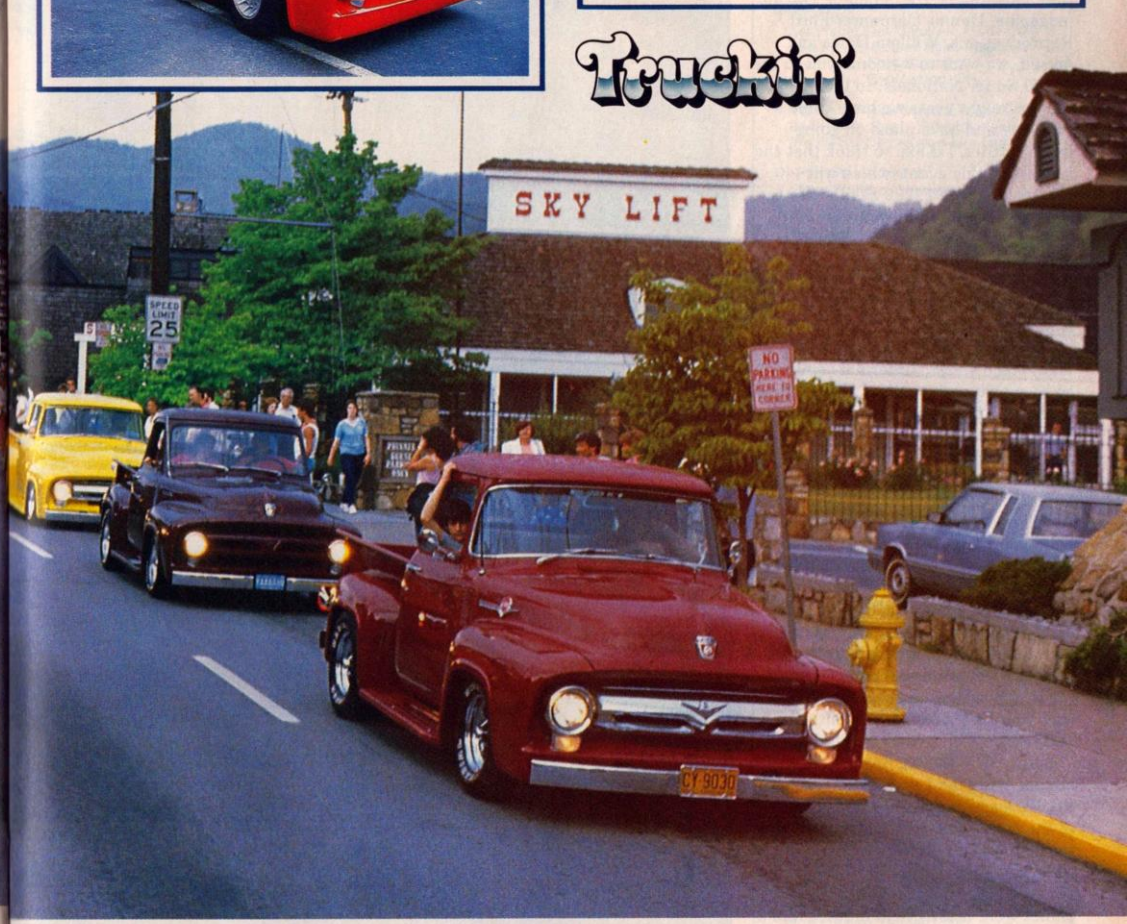
Continued on page 78

PHOTOS BY STEVE STILLWELL & BILL STILLWELL





East Coast F-100 Nats

BY STEVE STILLWELL

1986 marked the eighth year of this annual F-100 happening and the third year the event has been held in picturesque Gatlinburg, Tennessee! The biggest change in the Nationals has been the move from the weekend campout atmosphere at Chimney Rock, North Carolina to the laid-back mountain resort town of Gatlinburg, with its multitude of convenience stores, restaurants and attractions. However, 1986 marked the greatest change in the Nationals since the event was moved to Tennessee!

Only 38 F-100s made it to the first East Coast Nats — this year the truck registration grew to 245! "We simply ran out of room (at the former host inn) and were looking for more security and improved parking, as well as an indoor facility to hold our trophy presentations," stated promoter Pat Ford. He continued, "We visited Gatlinburg several times during the year prior to the Nationals, then William Davis and I met with the people at the Holiday Inn. The manage-

EAST COAST F-100 NATS

ment not only created a secured parking area, but worked with us on the indoor banquet facility as well as rooms for tech shows, which were added to the curriculum this year. They even came across with special room rates for event guests."

Borrowing a few lines from the event program, "Another year is here and man do we plan on having a good time like always! On behalf of *Truckin'* magazine, Dennis Carpenter Ford Reproductions, William Davis and myself, we want to welcome you to the F-100 Super Nationals. In looking at the past eight years we have come a long way and have plans on going much further. I'd like to think that the success of this event (which will always be a true F-100 run) is due to the laid back and informal way of Truckin' 'Southern Style.' Some insiders say that the East Coast F-100 Super Nats in town this weekend may very well be the largest F-100 Run in America in 1986.

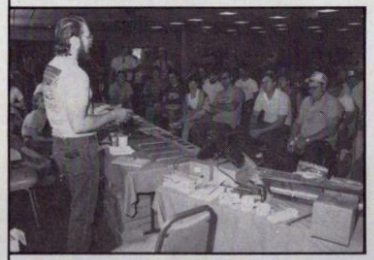
"This year will being the first of many 'tech shows' (informal seminars, so to speak) with vendors showing and promoting their products, you the truckers giving other ideas and tips on how to install different items. There are many truckers in town this weekend that are building those ugly ol' Fat Fendered Things back home and need your help."

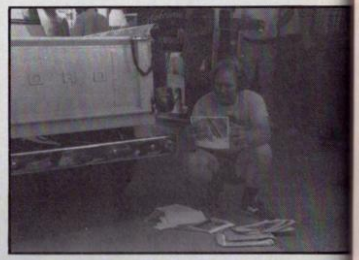
And so it was that attendance records began to be set with the early arrivals on Thursday and continued on through the weekend. Matter of fact, almost everyone made it over to nearby Pigeon Forge for the Go-Kart races, followed by a hot, fifties-style sock hop for Friday night's entertainment.

Saturday is the big day of this annual event, and over 200 F-1s and F-100s were in the show, vying for one of the numerous awards, trophies and plaques. I can't let the review of Saturday go by without mentioning the tech clinics. For the first time, the clinics were mostly held indoors and a large number of truck enthusiasts took advantage of a chance to learn about DuPont paint, bedwood selection and care, power accessories, trim and even suspension systems to name just a few.

As mentioned in the beginning of this article, the Nats were moved to

The Holiday Inn's conference room was turned into a tech clinic with Jim Friar handling a DuPont paint presentation, Fender Bender's F-100 and Rod Shop presenting power accessories, Bruce Horkey handling the bedwood selection and care, and Mike Chesser's talk on suspension, just to name a few of the dedicated enthusiasts.





RIGHT —Squire Ford and eventual race winner Ricky Carr kick off Thursday night's go-kart races. Sherry Davis captured the powder puff winner's plaque.

ABOVE — The swap meet section of the parking lot had some real bargains, a prime example being this rear section of a big window cab!

ABOVE — Joe Carpenter, whose F-100 could have qualified for the Hard Luck Award, was on hand with his official event T-shirts, and sold out Saturday.

ABOVE — Marty Griggs captured the award for Best F-1 of Show with his fine black Ford, riding on a set of borrowed wheels no less. He had just finished it.

ABOVE — Tri-States F-100s captured the Club Participation award, and held their own raffle to boot, with numerous expensive prizes including this truck cover!

ABOVE — Texas Cadillac owner and modern day philanthropist Chuck Wimbish presented Jan Ford with the coveted Kay Montgomery Good Humor Award, for putting up with Pat Ford, while Pat captured the complementing Howard Montgomery Crazy Legs Award.

ABOVE — Wayne Dean won Trucker's Choice in '84 with this truck, which is still one of the finest Southern F-100s. To help promote the '87 Nationals, Wayne is donating an F-100 custom frame fitted with an automotive front clip. Watch for more details in the upcoming Happenings column.

ABOVE — Jerri Morton of Kirkland, Washington won the long distance award hands down, by driving his fine, black 1955 Ford panel all the way to Gatlinburg!

WINNERS

Trucker's Choice:
Jack Harless, Vinton, VA;
1953 F-100 pickup

Trucker's Choice 1st Runner Up:
David Piatek, Athens, GA;
1955 F-100 pickup

Trucker's Choice 2nd Runner Up:
Rick Mayers, Macon, GA;
1956 F-100 pickup

Pickups
1953 Class
1st Place: Jack Harless, Vinton, VA
2nd Place: Jack Zeiglar, Westfield, NJ
3rd Place: Lewis Griffin, Mars Hills, NC
1954 Class
1st Place: (not available)
2nd Place: Ray Davis, Cincinnati, OH
1955 Class
1st Place: David Piatek, Athens, GA
2nd Place: Robert Hale, Doran, VA
3rd Place: Fred Campbell, Englewood, OH
1956 Class
1st Place: Rick Mayers, Macon, GA
2nd Place: Roger Eldridge, Xenia, OH
3rd Place: Dennis Alvis, Morristown, TN

DuPont Paint Award:
Steve Walters, Charleston, SC

Panels
1953 Class
1st Place: Jimmy Hartman, Morritown, TN
2nd Place: Bob Taylor, Springfield, OH
1954 Class
None at show
1955 Class
1st Place: Jerri Morton, Kirkland, WA
2nd Place: Gary & JoAnn Martz, Bedford, PA
1956 Class
1st Place: Roy Hoblitzell, Marmet, WV
2nd Place: Willie Smith, Cheraw, SC

Best F-1 of Show:
Marty Griggs, Chesterfield, SC

Best Non F-100 or F-1:
Ralph Coker, Union KY; Chevy pickup

Best Post F-100:
Dave Longmire, Rutledge, TN

Best Pre F-100:
David Williams, Lebanon, TN; 1946 Ford

Hard Luck Award:
Ken Randall, Wingate, NC
Clyde Moyer, Douglasville, GA

Longest Distance Trailered:
Don Freison, Harvard, NE

Longest Distance Driven:
Jerri Morton, Kirkland, WA

Best Primer of Show:
Clyde Moyer, Douglasville, GA

Club Participation
1st Place: Tri-States F-100s
2nd Place: L.A. (Lower Alabama) Truckers
3rd Place: Show-Me F-100s, Missouri

Most Used & Abused:
Jesse Lathrop, Hayesville, NC

Holiday Inn Employees' Choice:
Don Freisen, Harvard, NE

Holiday Inn Vacation:
Jack Zeiglar, Westfield, NJ

Children's Choice:
Dennis Alvis, Morristown, TN;
1956 F-100 pickup

Special Awards:
Dona Parton; Gatlinburg Police Department; Nancy Neilson

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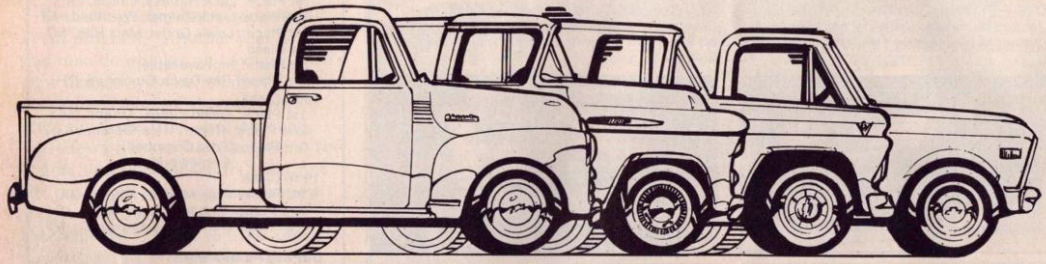

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Buena Park, CA 90621
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47-54 Color Catalog - Parts and Tech Info - $3.00

67-72 Color Catalog - Parts and Tech Info - $3.00

EAST COAST F-100 NATS

the larger Holiday Inn facility which gave everyone more room and peace of mind, but that's not all. Kerry Alexander and David Richards won a free stay for next year as raffle prizes, their staff provided a Continental breakfast, kept a barbeque going all day at modest prices and lent a helping hand to anyone who had a special request, even a hose and area for washing trucks! So, mark next May on your calendar and drive to Tennessee in your F-100. As Pat Ford says it, "Come on down and have some Truckin' fun — Southern Style." ■

ABOVE — Jack Harless of Vinton, Virginia took home the top prize of Trucker's Choice with his fine red 1953 F-100 with smooth running boards and drip rails removed, pictured on the color page of this article.

VENDORS

Dennis Carpenter Ford Reproductions, Charlotte, NC
2nd Chance Classics, Gibbon, NE
OOPS, Augusta, GA
Obsolete Ford Parts Company, Nashville, GA
Two-Worlds Apart, Spencer, NC
Billy Jarrett F-100 Parts, Morganton, NC
Green Sales Co., Dave Cooper, Cincinnati, OH
Carolina Classic F-100, Durham, NC
Dan Carpenter's Specialties Norwood, NC
Lance Burleson, Remlap, AL
Joe Carpenter T-Shirt Shop, Laurinburg, NC
Paul Durham, Walnut, MI
Randy Trentham, Pigeon Forge, TN
John Davis, Crossville, TN
Jerry Sloan, Gate City, VA
Mike Chesser, Lawrenceville, GA
Smokey Mountain Photo Service, Gatlinburg, TN
DuPont Paint
Bruce Horkey Cabinetry, Windom, NN
Fender Benders/LA Truckers, Mobile, AL
Martz Classics, Beford, PA
Honorable mention goes to . . . Mr. & Mrs. Tom Meenan from Arcadia, CA and Earl & Judy Peck from Tracy, CA — Both couples took two weeks for the round trip from California to Tennessee.

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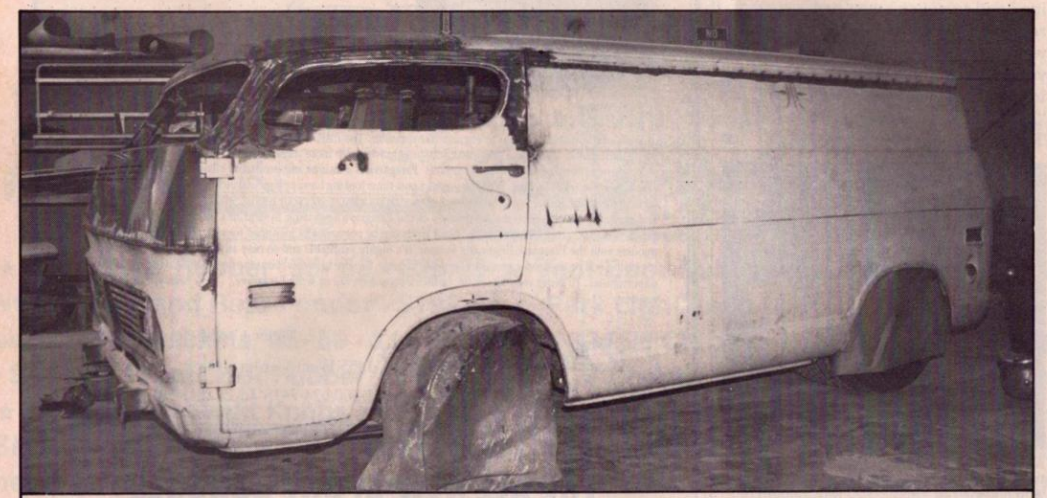
PART TWO

Chevy Two

A '67 van receives a double dose of performance.

BY KERRY STEVENS



With the suspension lowered dramatically and eight inches removed out of the roof height, Tom McMullen's project is starting to take some shape and is well on its way to becoming the ultimate attention-grabbing cruiser!

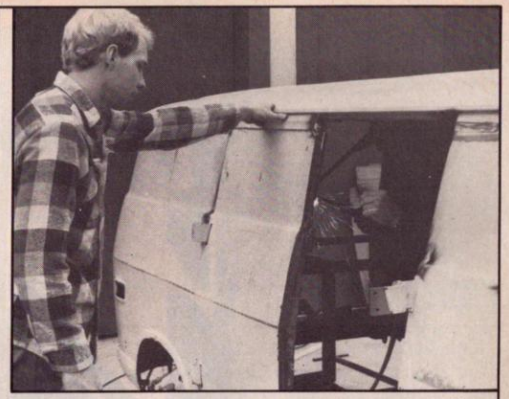
In the August issue of *Truckin'* magazine, we introduced you to the first look at our publisher, Tom McMullen's latest automotive project. To back up a bit and recap this build-up, Tom had built an unusual 1952 Austin back in his early days in the magazine freelancing business. Many times, while photographing feature cars, the car owners would spend more time trying to figure out just how Tom had shoehorned two small block Chevy engines into the small confines of an English Austin.

To make a long story short, Tom had made up his mind to build a truck with a tandom engine arrangement and a well used 1967 GMC lucked its way into his fancy. I think it had something to do with the price and availability as well as filling the dimensions required for the ultra long power plant.

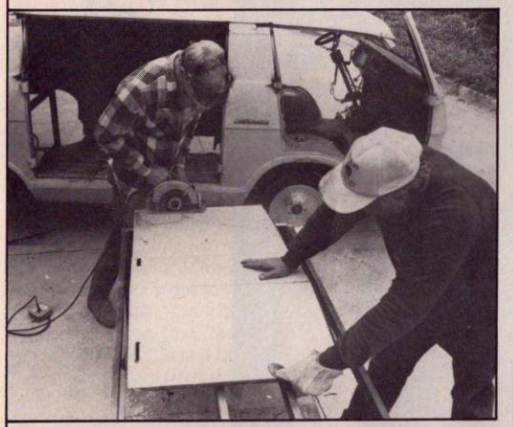
In part two of the building series, the photos and captions catch up with Dick Dean and his son Kieth as they complete the eight-inch top chop surgery. ■

ABOVE — Catching up with the past issue, Dick Dean and Keith had opted to first fit the rear portion of the body together and then lengthen the front portion of the roof to fit. In all, portions of three vans would eventually be used.

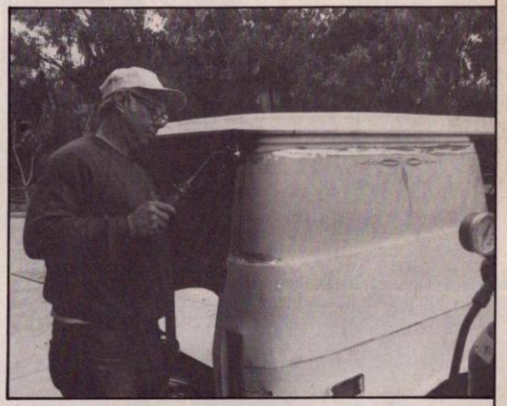
RIGHT — With eight inches of metal removed between the side and top, the first order of business inside the van was to reattach the structural members between the sides and roof supports. Dick used a gas welder for this operation.



ABOVE — Finally, the top of the door can now be reattached with Keith applying support while his dad reattaches the internal door supports and latch.

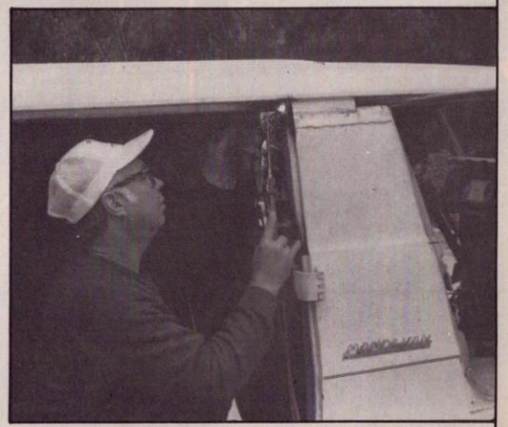


ABOVE — Dick adds support while "Kid Dean" slices eight inches out of the top of one of the side doors using a Skill saw fitted with a carbon blade.



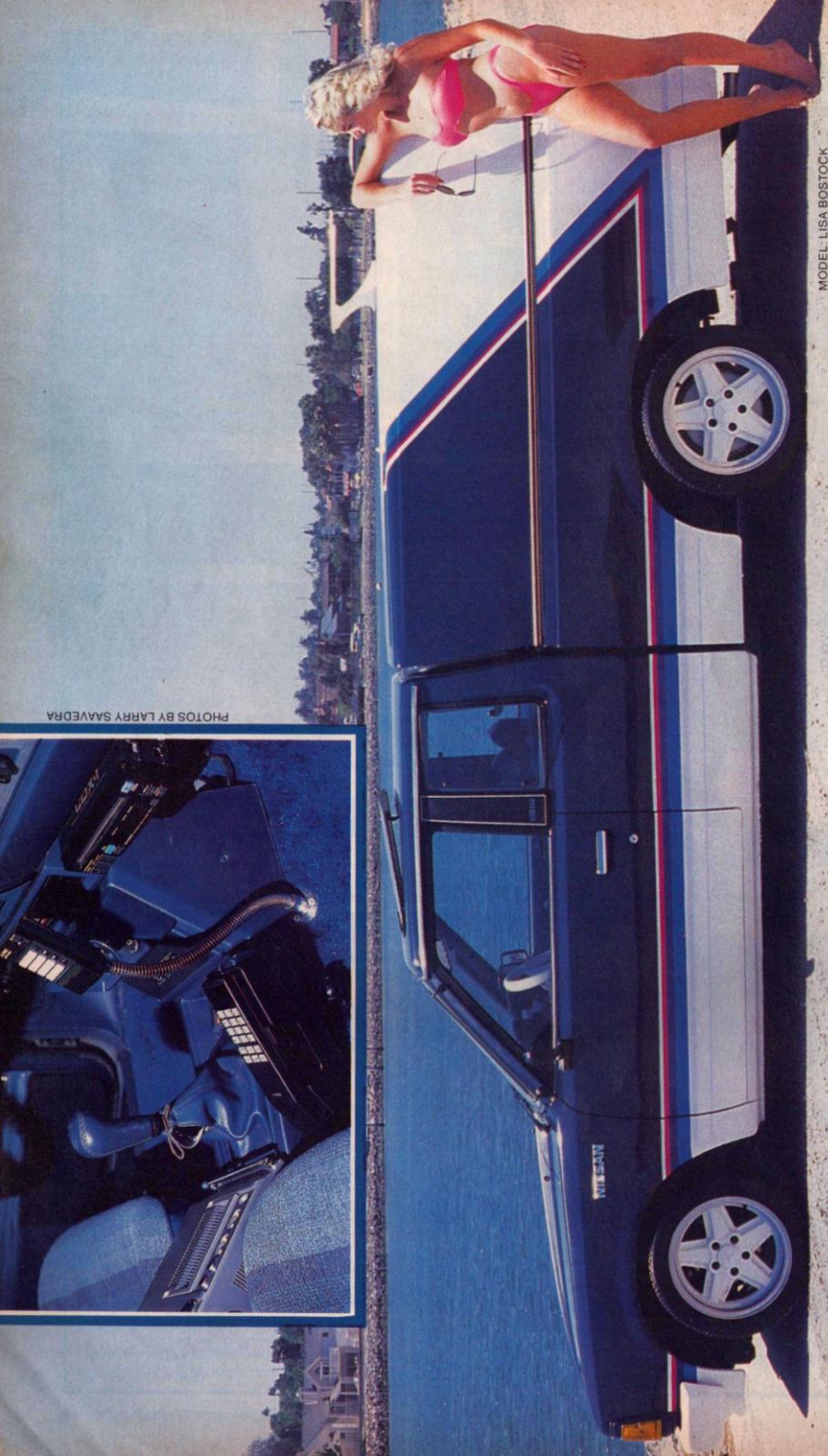
ABOVE — Normally, roofs have to be cut into sections, then are welded back on in quadrants. The boxey shape of this '67 enabled Dick to simply draw the sides in slightly, then the initial spot welding can be performed. Note side cut.

ABOVE — Cutting the door down was literally a snap. Keith makes some notch cuts with a die-grinder to adjust for the new roof slope.



ABOVE — The art of cutting a top is in where to push, pull and refit the truck's components, before more welding can be done. A cable-type come-along pulled in the side while Dick attached this side of the van's supports.

Continued on page 68



Sound Investment

1000 Watts of Pure Energy

BY LARRY SAAVEDRA

A thousand watts of pure power, 26 large teeth-rattling speakers . . . and enough components to make an electrician *blush*, starts to sum up the feeling one gets when eyeing Bill Harrill's 1985 Nissan dubbed Sound Investment!

Bill's 720 King Cab pickup was in and out of automotive customizing shops for nearly two years until he felt it was up to par for the truck show circuit. According to Bill, who works as a stereo system installer, "I built the Nissan to the exact specs I was always dreaming of; the 1000 watts of power is just right for me. I enjoy working around electronics and have had a good time designing the system in my Nissan."

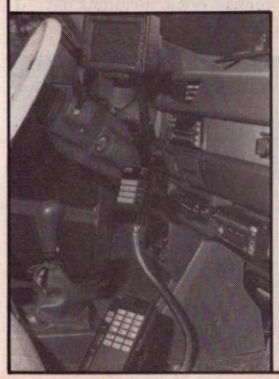
Harrill's mini is painted shades of blue, magenta, white and silver and can be seen coming down the street for blocks — the paint by Santini is *very* eye-catching — but it's got to be the stereo system that catches the gawks! Bill said, "When I turn it up the entire camper shell starts to loosen off the bolts, the windows nearly shatter and it vibrates the body like a massage."

Bill originally bought the truck for $10,000 and after deciding what he wanted to accomplish, he sank in another $10,000. "My main reason for building the truck was to advertise the type of work I do on mini-truck stereo systems and I've gotten a lot of inquiries about it so far," he said.

To date, Bill has traveled to Valley Run '85 and '86, May Day '84 and '85, Rockin' ta Paradise '86 and a score of other outstanding mini-truck events, besides entering most of the local truck competitions. So next time you feel your back start to quiver, the teeth start rattlin' and your ears begin to twitch remember to look out your window . . . because Bill Harrill and his Nissan will be rockin' past! ■

TECH & SPECS

Value:
$20,000
Body:
Modifications: Walk-thru camper shell
Paint: Blue, silver, white and magenta graphics by Pete Santini and Mike Splash of Westminster, California
Interior:
Upholstery: Stock fabric
Carpet: Cut blue pile
Electronics: 1000 watts of Linear amps, FEX-95 Pioneer AM/FM cassette player, Pioneer CDX-1 compact disc player, Alpine cellular phone system, Etak Navigator, Alpine remote control unit, Alpine alarm system, 26 Pyle Driver speakers, Kenwood KEC-1100 electronic crossover, color television, array of gauges and switches
Other: White Momo steering wheel
Driveline:
Stock
Suspension:
Lowered four inches
Wheels:
R-9 15x7 Ronal Mercedes pattern
Tires:
195x50-15 BFGoodrich Comp T/A



LEFT — It takes three DieHard batteries to keep Bill's massive 1000 watt stereo system all charged and ready to boogie! A total of 26 speakers are neatly arranged next to power amps and other stereo components throughout the cab and camper shell.

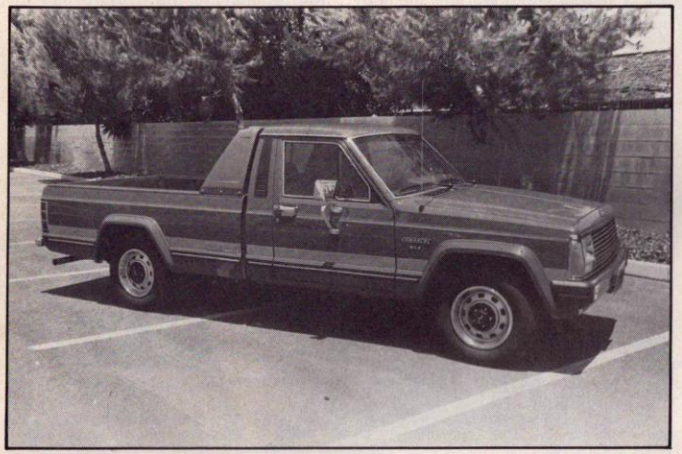
BELOW LEFT — In the cab area Bill installed an Alpine stereo/alarm system, Alpine cellular phone, Alpine remote control unit, Etak Navigator computer, a compact disc player, AM/FM stereo cassette player and a horde of switches and gauges.

BELOW — Bill points to the Etak Navigator's screen which can locate any address in Orange County, Riverside County and Los Angeles County.

PROJECT TRUCK

Class Comanche

Improving the looks with the addition of a Fast Back Cabspoiler.

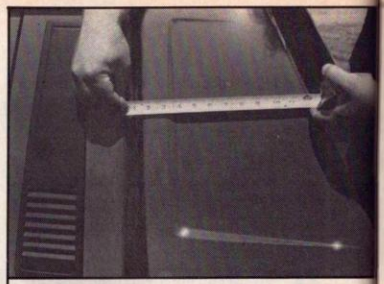


During the past few months, the staff of *Truckin'* magazine has shown you some major steps that we have taken to make the AMC Jeep Comanche appear more like the two-wheel drive street truck than its four-wheel drive counterpart. We've lowered it down, eliminated the industrial strength rear bumper, bolted on a Stull tube grille and the like, but the biggest major change in the overall looks of this '86 pickup came this month, with the addition of a Fast Back Cabspoiler.

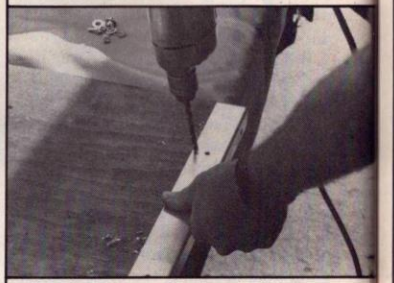
What we were looking for was a way to make the Comanche's bed at least appear somewhat shorter in length, as it is only available in the one length for '86. The answer came in a UPS shipped box from Lund Industries, 8960 Evergreen Blvd., Dept. TR, Minneapolis, Minnesota 55433. The Fast Back Cabspoiler is available in one-piece or three pieces, the latter being UPS-able, in a white gel coat, ready for matching paint.

After painting, the Cabspoiler only requires a matter of minutes to install, and as you can see from the photos, drastically changes the overall looks of any pickup truck, including our Jeep Comanche. ■

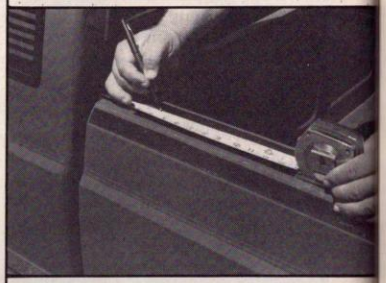
RIGHT — Aside from greatly enhancing the overall looks of the truck, the Fast Back Cabspoiler shades the rear portion of the cab which keeps you from turning into a red neck. Another style, with cutout sides is also now available.



ABOVE — Since the bed and cab move with frame flexing, it is suggested that you leave about 1½-inch gap between the cab and fiberglass Cabspoiler.



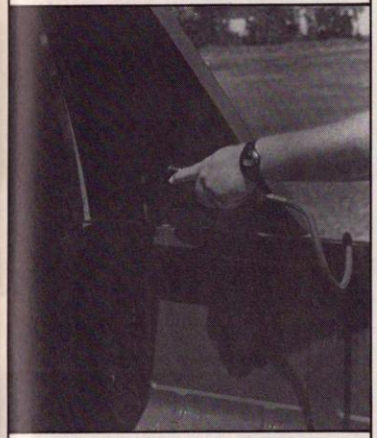
ABOVE — Because of the inner bed liner, we had to relocate the holes in the mounting bracket for the Cabspoiler which moved the mounting bolts in slightly.



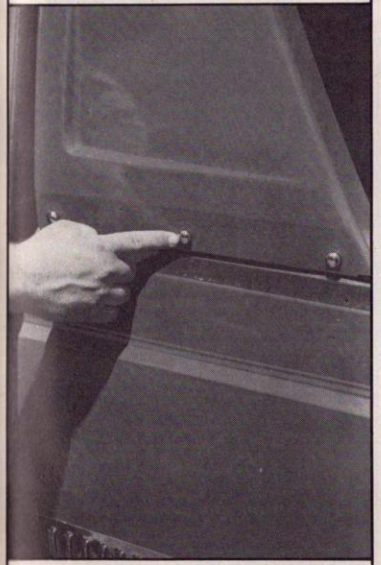
ABOVE — After a test fit of the side panels, the mounting holes are marked out on the top of the bed. Hint is to recheck all marks *before* drilling.

ABOVE — Finally, the holes can be drilled for the mounting bolts. Always take a look first, to make sure that these holes will clear any inside obstructions.

ABOVE — Unfortunately, the bed light had to be removed for clearance.



ABOVE — Finally, the assembled Fast Back Cabspoiler can be mounted onto the bed.



ABOVE — Lund Industries provides several varieties of bolt caps for that finishing touch.

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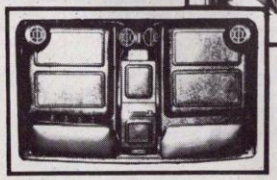

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CHEVY TWO

Continued from page 63

ABOVE — Rehanging the passenger door emphasizes the amount of metal that has been removed out of the original van's roof height. The glass will be that much shorter.

ABOVE — The van was then moved to the confines of Dick Dean & Son's Fullerton, California shop for the more detailed work of fitting the doors and posts. An electric grinder is used by Keith to "knock down the welding scars."

ABOVE — Tom also opted to have the dash lowered five inches to make full use of the limited space left for the windshield. Full instrumentation and a custom dash are in the works, but not ready for the photographer.

ABOVE — After final metal prep, the door posts and windshield frame were smoothed over with plastic filler. This bodyman's friend makes quick work of all those metal scars created by the chopping of the top. ■

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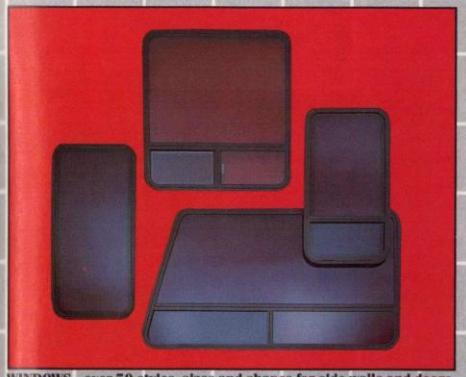

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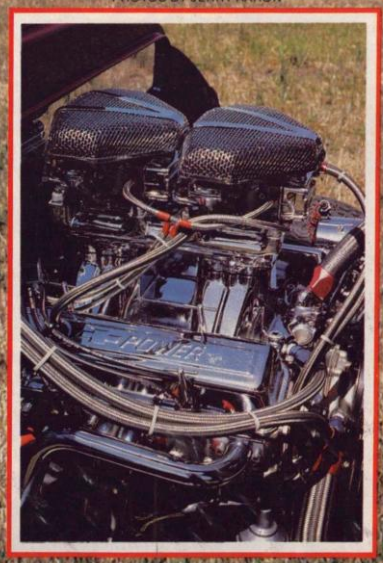

PHOTOS BY JERRY AARON

Truckin'

Mark L. Bachman
Woodland, CA
1958 Chevrolet

BY CINDY GNOSS

Many of us don't even want to remember the first truck we ever had, let alone keep it and vow never to get rid of it! That's not the case with Mark L. Bachman of Woodland, California. His father bought him a 1958 Chevrolet Fleetside pickup to drive to school, and along with a "Thank you," Mark told him that he would never get rid of his first pickup! For two years he drove this truck to high school and the day after Mark graduated, he decided that he would graduate his stock pickup, too!

Using the original Apache body, Mark added 1967 fenders to convert the body style to a Stepside, along with a hydraulic tilt front end, shaved door handles, dual frenched antennas and gas cap, and a picture-framed tailgate with the lights and signals molded into the cutout letters, just to mention a few of the unique features. A lot of people look at the solid oak parquet wood floor of his bed surrounded by mirrored plexiglass panels and say that it looks better than their house floors, or that they should be dancing on it. All work was done by Mark himself.

Once the front end has been tilted, there sits a GM 350 cid engine bored .030 over, encasing Crane cam and lifters, two 600 Holley carburetors, 10.5:1 pistons, a Turbo 400 transmission, Pete Jackson gear drive, Weiand chrome tunnel ram, Mallory electronic ignition, GM springs and Hedman Hedders. The block has been com-

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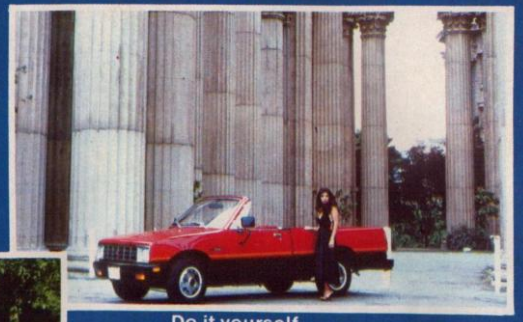

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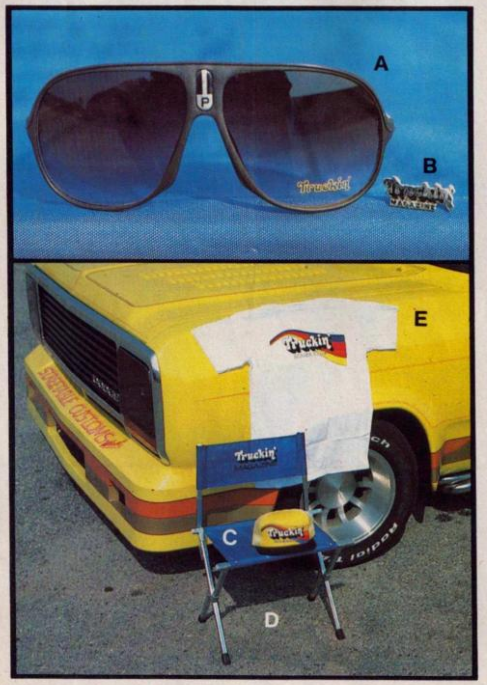

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BUILT FOR U2C

pletely deburred inside and out and Mark runs a chromed exhaust all the way out underneath.

The rear end has stayed mainly stock; ratio 4.11, two-leaf rear springs, stock brakes and Delco air shocks. The front end holds a three-inch dropped axle and Monroe coil-over shocks, giving support for the Ford Cobra power rack-n-pinion steering.

The interior of this '58 is done in black naugahyde and brandywine corduroy inserts, with a handbuilt console on the floor holding a Kenwood stereo system and two speakers. There are no handles inside as both the doors and windows are electric. The dash contains S-W gauges, full instrumentation, map light and custom glove box. A six-way electric bench seat, full size sunroof and a tilt/telescopic steering column make this a comfortable ride. Upholstery work was done by Mark's friend Ken Paschke of Woodland.

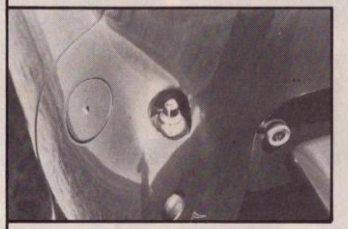
With a paint job applied in his brother Matt's garage, the pickup shines in Brandywine metallic with gold microsequin acrylic enamel. Mark figures he used 6½ gallons of material while shooting the paint to achieve that perfect color!

Keeping him on the road, Mark runs BFGoodrich P295-15 tires mounted on American Mag 15x8 wheels.

Bachman's '58 has been an eye pleaser along the ISCA circuit's Pacific Division, as well as taking numerous awards and trophies at other outdoor events. Mark enjoys the chance to talk with others about their specialty trucks and cars and finds personal achievement in those that do the custom work themselves and know the hard work involved!

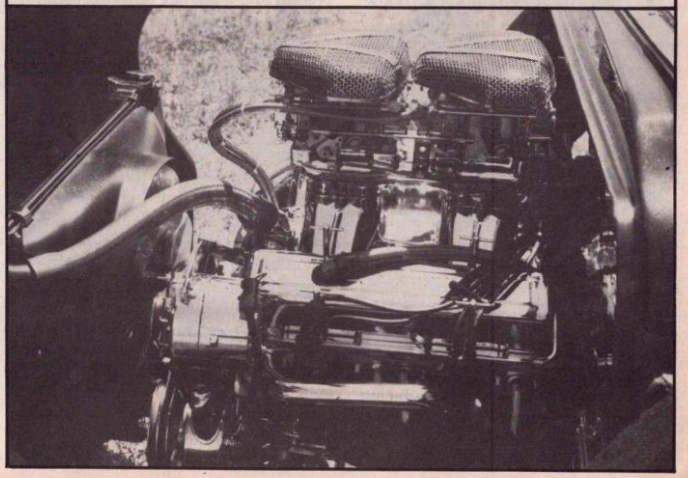
With four years in the making, Mark came up with an appropriate license plate, "BLT4U2C"! Read the plate; look at the pickup; it's self explanatory! ■

ABOVE — Tailgate has been picture framed, molded slick, fitted with late model fenders, and lights and signals operate through the Chevrolet lettering. Split bumper was hand fabricated.



ABOVE — One of the busiest corners of this '58 has to be this portion of the cab that houses the flush-mounted gas cap, frenched-in antenna, electric door actuation button and exterior switch!

RIGHT — Black naugahyde and brandywine corduroy materials were used by Ken Paschke to upholster the electric bench seat and door panels. Note the custom console housing S-W gauges and Kenwood stereo. Tilt steering column and shifter are both Chrysler products.



RIGHT — Nose of truck tilts forward to reveal a .030 over 350 cid small block Chevy engine fitted with two 600 cfm Holley carbs, Jackson gear drive, 10.5:1 pistons, Crane cam and lifters, Weiand intake, Mallory ignition and Hedman Hedders. Wild!

HOW TO:

Lower Your Nissan

Save your frame with custom crossmember

BY LARRY SAAVEDRA

ABOVE — Larry Mindham, owner of L&M Fabrication in Riverside, California has developed custom crossmember and shock plate assemblies for all lowered Nissans. Replacing the stock crossmembers with custom equipment takes L&M Fabrication approximately two days and is reasonably priced. With these trick crossmember and shock plate assemblies you can gain several more inches of chassis clearance and protect your frame from damage.

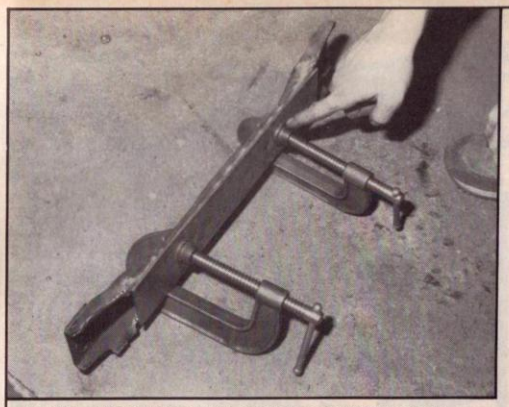
The undercarriages of all Nissan pickups are equipped with low crossmembers and shock plates which, when the suspension is dropped, can scrape on road hazards such as speed bumps. If you're hearing these strange sounds when driving over dips or bumps then you've got a problem — unless you have a fettish for the sound of metal bending!

Typically, crossmembers and shocks plates are the lowest chassis components on pickups, and scraping can lead to major complications. For instance, most crossmembers are designed to support and shield the oil pan, drive shaft, torsion bar assembly and transmission. You can see that if you smash a crossmember on a bad chuckhole you will definitely be facing an expensive repair bill.

The following "how-to" demonstrates how you can get up to three inches more ground clearance for your Nissan and a similar procedure can be adapted to most makes and models of pickups!

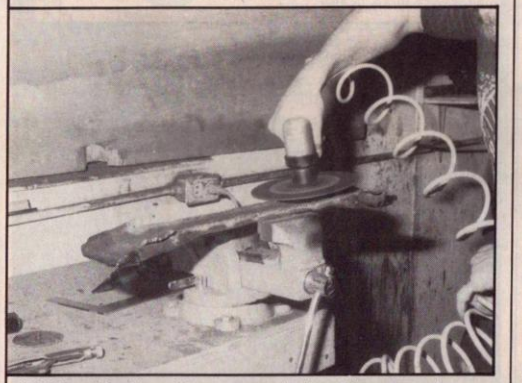
This trick crossmember and shock plate package was designed by Larry Mindham, owner of L&M Fabrication in Riverside, California. The L&M crossmember package can be installed within two days and is very reasonably priced. It's important to note that the following tech should *not* be attempted by untrained mechanics and is best left to the professionals: there is extensive cutting and welding involved. For more information on this lowering kit and a free estimate contact L&M Fabrication at 714/683-4913 or write 4380 Market St., Dept. TR, Riverside, CA 92501. Now, follow along step by step while Larry adds some inches of clearance to this 1985 Nissan King Cab!

ABOVE — Larry begins the task of crossmember removal by scribing a line where he's going to cut. Mistakes while cutting a crossmember can be very, very costly! Larry uses a gas torch to do the cutting.

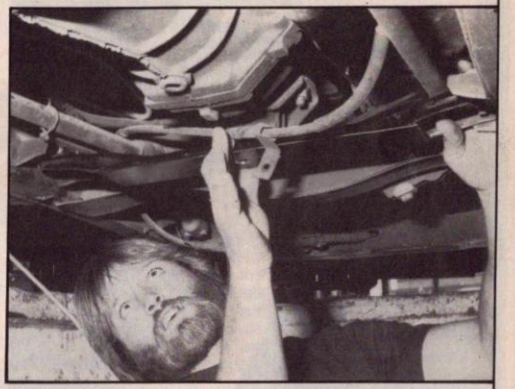


ABOVE — After cutting out the stock crossmember (there are several on the Nissan), Larry begins to fabricate his crossmember design out of 120 wall mild steel. Each crossmember piece is individually fitted because a shortcut here could be disastrous.

ABOVE — Larry prepares to unbolt a "transmission" crossmember. An array of metric tools is a must for this job.

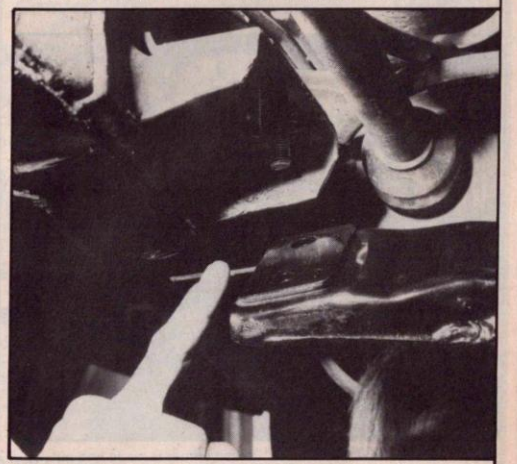


ABOVE — After his custom crossmember is cut to specs and welded, Larry grinds off metal fragments that might interfere with cables or hoses.

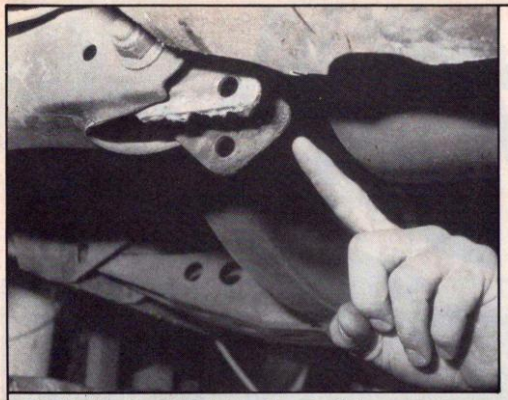


ABOVE — After he fabricates the new crossmember, it's rechecked for proper fit. This particular one fits under the transmission case. Note how much thinner this custom crossmember is and how flush the custom crossmember mounts up compared to stock.

RIGHT — The custom "main" crossmember must be drilled to allow for wiring and cables. The main crossmember is made of 1½x3-inch 120 wall steel.



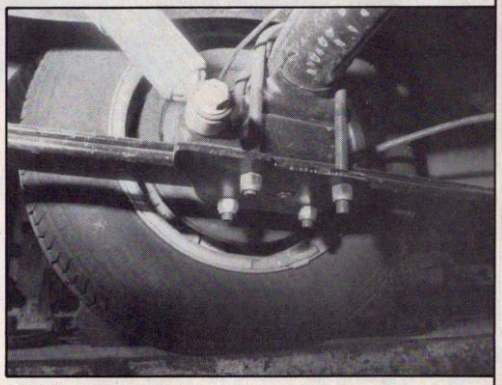
ABOVE — Before tightening the transmission crossmember down, Larry inspects the area in which mounting bracket "tabs" were trimmed. The tabs are cut to gain even more clearance.



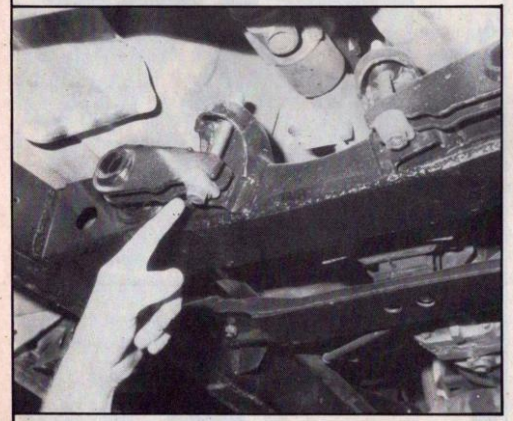
ABOVE — Here's a detailed shot of the tabs. Notice one has been cut.

ABOVE — As you can see, there is plenty of difference between the old and new crossmembers. Here Larry is holding the stock "main" crossmember next to the new. Amount of additional clearance depends on the year and model of pickup, but it's normally two to three inches.

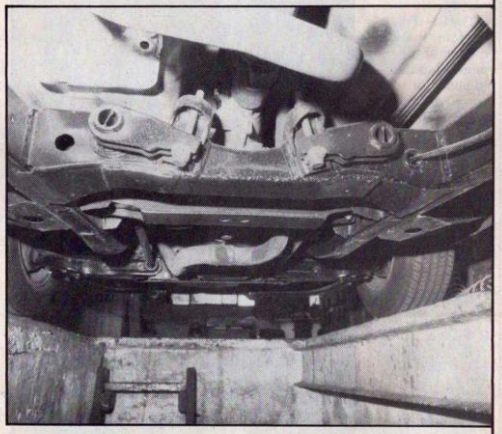
ABOVE — Larry begins to fit the "oil pan" crossmember into place. Tabs are also cut in this procedure and then ground smooth. L&M Fabrication replaces your stock bolts with Grade 8 (F-911) for extra strength.



ABOVE — L&M also fabricates this shock plate assembly which gives you two inches of chassis clearance at that point.



ABOVE — After the "torsion bar" crossmember is made and put into place the torsion bar spindles must be moved upward approximately 1½-inches. Moving the spindles allows for more clearance! Flat stock steel is used for the torsion bar crossmember.



ABOVE — Notice how flat everything is now with the original bowed crossmembers modified and/or replaced, as well as modifications to shock plates. One glance underneath the pickup will show the difference. But, the true test is now being able to clear speed bumps.

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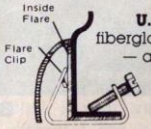

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 Continued from apge 55

Harman/JBL
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Harman/Kardon recently joined forces with JBL, Inc. which specializes in fine speaker systems for home and auto. Harman/Kardon is now referred to as Harman/JBL. *(A)* The Harman/JBL Ch 160. *(B)* The CA240, which is rated at 40 watts per channel into 4 Ohms and shares many of the flagship CA260's impressive features. *(C)* The CA205 is rated at 3.5 watts per channel in 4 Ohms.

A

B

C

International Jensen
4134 North United Parkway
Dept. TR
Schiller Park, IL 60176

Phase Linear, a division of International Jensen Inc., has announced its entry into the auto audio marketplace. Phase Linear products bring together Jensen's 50 years of expertise in manufacturing vehicle sound products. *(A)* Jensen Concert stereo system CS4000. *(B)* Jensen JXL-55 with auto reverse. *(C)* The all-new Phase Linear speaker systems.

A

B

C

Infinity Systems, Incorporated
9409 Owensmouth Avenue
Dept. TR
Chatsworth, CA 91311

Infinity Systems, Inc. introduces the new Reference Standard Automotive Series II, nine models featuring enhanced cosmetics and improved components. Designed to deliver concert hall performance in even the most demanding automotive environments. *(A)* The all-new RS A693 Series II speaker.

Kenwood Electronics
1315 E. Watson Center Road
Dept. TR
Carson, CA 90745

Kenwood's theft-proof auto stereo receiver captured awards at last year's Consumer Electronics Show in Las Vegas, Nevada. This model KRC-838 is removable and can be stored in a safe place until ready for use!

FORD FOLIO
(Continued from page 14)

manner one can really give it a thorough cleaning and brushing with a fine bristled brush. *Never* use the bra on your truck when it is wet.

INSTALLATION

Each time the bra is put on the truck it will be wrinkled from having been folded in the carrier that is provided by the supplier. After driving a few miles or allowing the truck to sit in the sun for a period of time, recheck all the fastening tabs to insure that the bra is drumhead tight. This will prevent scratches caused by the bra flapping in the breeze as you tool down the highway.

OVERHEATING

To allow for radiator cooling, bras are equipped with cloth screen mesh in the area covering the grille. You may have been told that this mesh will not impede airflow. We and the other people we know have found that this is not the case. A temperature rise of 10 to 20 degrees can be expected. If your truck runs near boiling without a bra, a thorough inspection of your cooling system will be in order. This check should include re-evaluation of the placement of your fan and shrouding. If all else fails, you could cut out the screening and sew piping around the cuts to prevent unraveling. However, we hardly think this is necessary.

BLACK IS BEAUTIFUL

"Give them any color they want as long as it is black," was the philosophy of Henry Ford concerning colors. Until now that has been the case with the bra suppliers. SoCal Pickups has changed that with the addition of white for a few dollars more ($10.00). One would think that a white bra could be dyed with vinyl-top dye to match or contrast your paintwork. We have no doubt that some Californian is bound to paint through lace for a frilly effect. Last, but not least, a '50s flame job on a bra would have a unique appearance. If anyone does any of the above with any degree of success, we would like to hear about it.

CONCLUSION

We have said a lot that may seem derogatory about having a bra on your F-100, but as we said in the opening paragraph, it is a necessity if you have good paint. The bras offered are high quality, and they are made in the U.S.A.

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Howard & Kay ■

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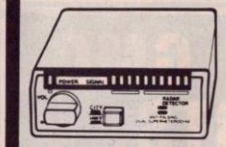

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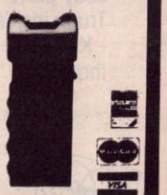

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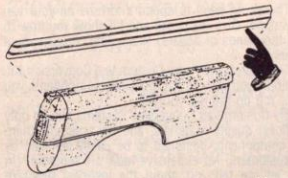

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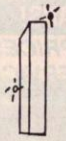

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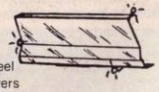

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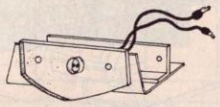

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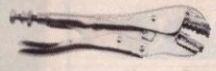

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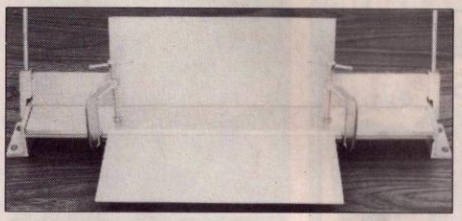

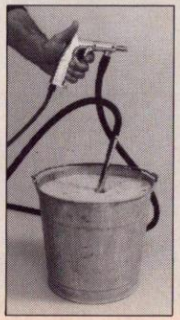

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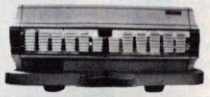

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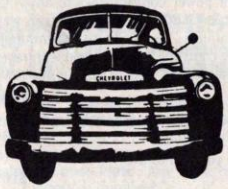

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HAPPENINGS

Editor's Note: Attention truck clubs, show promoters and anyone else sponsoring truck-ins or truck related events! You can have your upcoming event listed in Happenings free of charge. All we ask is that you send the information, at least four months in advance of the event date, to Truckin' Happenings, 2145 W. La Palma, Anaheim, CA 92801.

AUGUST

August 8-10 — York, PA — Yorktowne '86 (The Family Show). At the York Interstate Fairgrounds. Antique and Muscle Car Convention sponsored by 27 car clubs, sixth annual car convention, automotive swap meet, tow truck rodeo, car corral and auction, ABA BMX bicycle racing. For information write Yorktowne '86, P.O. Box 94, York, PA 17405, or call 717/757-4743, 6-8pm.

August 8-10 — LaCygne, KS — Coyote Run No. 1. Presented by Roadrunner Vans of KC at Linn County Park. Vans only. Live music & free beer Sat. night, dash plaques, T-shirts, goody bags, adult and kids games, show-n-shine. Pre-entry by July 27 $20, $25 at the gate. For more info call John 816/396-4082, Steve 816/525-2220, or Pam 913/764-2972.

August 8-10 — Fresno, CA — North/South Run 1986. Sponsored by Northern California F-100 Elites and Pickups Limited, Southern California at the Hacienda Inn. For information contact (north) D. Jako Jakoboski, 6501 Navion Dr., Citrus Heights, CA 95621, 916/726-2268, (south) Doug DeLaRosa, 4345 E. Madison, Fresno, CA 93702, 209/251-4384, or (south) Bobbie McDown, 5661 Nevada Dr., Huntington Beach, CA 92647, 714/894-2158.

August 8-10 — Waterford, PA — Ride With The Sun '86. Presented by Sun-Riders Van Club, Inc. at Waterford Fairgrounds. Vans only, proceeds help benefit Special Olympics. "Come celebrate our Super 10th." For more info call 814/454-6181, 833-5510, 864-2161.

August 8-10 — Charleston, IL — 10th Anniversary Birthday Truckin'. Hosted by Central Illinois Truckin' Association at Springhaven Campground. Live bands Fri. & Sat. nights, free pig roast, show-n-shine, waterslide, pool, canoes, paddleboats, game room, dealers row, hook-ups, hot showers, clean facilities. Vans Only. For more info call 217/234-8032, 217/234-6037 or 217/234-2623 or write to C.I.T.A., P.O. Box 586, Mattoon, IL 61938.

August 9-10 — Tyler, TX — Rose City Run. Hosted by Rose City Street Machines at East Texas Fairgrounds. Fun, games, show n' shine, road rally. For information call 214/592-0674 or write Rose City Street Machines, 3108 Van Hwy., Tyler, TX 76702.

August 10 — Ponoma, CA — Antique Auto, Corvette & Porsche Swap Meet & Car Show. At the Los Angeles County Fairgrounds, 5am-3pm, rain or shine. Adults $3.50, children free. For further information call 714/547-5257 or 714/836-7892.

August 10 — Oakley, MI — 2nd Annual Car Show. Presented by The Valley's Best Street Machines and The Oakley Brady Harvest Festival. Nine classes from antique to pro street, truck and van, too. Trophies and dash plaques, rain or shine. Write: The Valley's Best, P.O. Box 131, St. Charles, MI 48655 or call 517/770-4771 or 790-0295.

August 15-17 — Rochester, NY — Northeast Super Street Meet. At the Monroe County Fairgrounds. 50 awards — street machines, rods, trucks, 4x4s, restoreds, comps, lead sleds, sports, beaters, longest distance, hard luck. Club display area, participation awards, pro-street competition, swap meet/flea market, manufacturer & vendor booths, games for the whole family, Saturday night barbeque and live entertainment, Miss Super Street Meet Pagent, first 2500 entries accepted! Call the Northeast Super Street Meet Hot Line 315/699-2849 for more information.

August 16 — Salem, OR — 3rd Annual Truckin' Jamboree. Hosted by the Capitol City Chapter-OFC at Western Antique Powerland, Brooks, OR. Open to all '47-72 Chevy/GMC trucks. Show n' shine, trophies, dash plaques, games, music, mini swap meet, antique train rides, antique tractor museum and displays, and a cruise at the end of the day. For more info write OFC-Truckin' Jamboree, P.O. Box 13944, Salem, OR 97306, or call Steve Stone 503/363-6274, Bob Evans 503/623-4151, or Bob Moe 503/835-0910.

August 16 — Gorst, WA — Fun in the Sun. Hosted by K.C. Minis of Kitsap County at Jarstad Park. Show-n-shine, games, dash plaques, pot luck dinner. All vans and mini-trucks are invited. Proceeds to go to local charities. For more info contact Ron Allman 206/377-2260, Nolan Decker 206/377-0921, or D.A. Arrmbruster 206/876-3098.

August 16-17 — Bonneville, UT — Cruise In '86. All specialty cars and classic vehicles are invited to the 5th annual get-together at Bonneville Salt Flats for Speed Week, gambling, and socializing in the sun. For further details send SASE to Bonneville Cruise In, Attn: Burly Burlile, Box 10, Mendon, UT 84325, or call 801/752-4359 evenings.

August 17 — Hillsboro, IL — 3rd Annual Old Settler's Association Open Car Show. Held in downtown Hillsboro, with more classes than ever before. Entry fee $5.00. For more info contact Marvin Beal, P.O. Box 222, Hillsboro, IL 62049-0222, 217/532-3414.

August 17 — Salem, OR — Mid Summer Madness. Hosted by Capitol City F-100s at Willamette Mission State Park. Poker run (starts at 11am), adult and kids games, trophies, plaques, dash plaques, raffle. Free admission — come join the fun! For info write to Capitol City F-100s, P.O. Box 3193, Salem, OR 97302 or call Dan 503/588-8460, Naomi 503/362-0745 or Neil 503/393-1862.

August 17-23 — Bonneville, UT — National Speed Trials. World's oldest (38th annual) continuing rod run and world land speed record event. Located 9 miles east of Nevada/Utah border on Interstate 80. See the fastest cars and meet the friendliest racers on earth.

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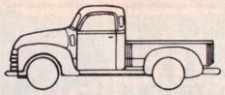

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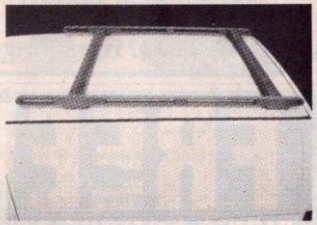

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HAPPENINGS

August 22-24 — Bellingham, WA — 6th Annual Summer Fun Rod Run. Hosted by Elites Car Club. For info contact Ron Johnston, 2127 Lincoln St., Bellingham, WA 98225, 206/676-9219.

August 22-24 — Flint, MI — Van-In-Vasion 5. Presented by Breezin Easy Van Club at Genesee County Fairgrounds, Everett A. Cummings Center. Proceeds go to the National Kidney Foundation. Super special attraction — Rollin' Thunder Monster Van. Giant corn roast Sat. night, Bright-N-Shine night light show, model van contest and games for adults and kids. Showdown & Shine, vendors, goody bags, full facilities. 2% Approved. Disney theme — come visit Van-tasyland. For more info call Joe 313/751-4238, or Andy 313/756-9137, 758-3018. Breezin Easy Vans, 30238 Woodhouse Dr., Warren, MI 48092.

August 24 — Sonoma, CA — Muscle Car Shootout. At the Sears Point Raceway, Brizio's Muscle Car Shootout features drag races, show n' shine, swap meet, vendor exhibits, Mr. Muscle & Ms. Bikini contest. All street legal vehicles, from stock to hot, are welcome and invited to drag race and/or show. For more info write Muscle Car Shootout, P.O. Box 21543, Concord, CA 94518.

August 29-September 1 — Miami, FL — Summer Blast '86. Hosted by Twilight Vans at Miami South KOA. "Come and party with the best." Van judging, games, goody bags, door prizes, live band, bikini contest, lots of trophies. '60s theme and lots & lots of fun. For more info write Twilight Vans Ltd., 7714 Raleigh St., Hollywood, FL 33024 or call Mike Limper 305/966-8921.

August 30-31 — Dodge City, KS — 11th Annual Rod & Custom Round-Up. Presented by Strictly Street, Inc. For information write P.O. Box 568, Dodge City, KS 67801 or call 316/227-6261 or 316/846-2456.

SEPTEMBER

September 5-7 — Wyandotte, OK — 2nd Truck-In Experience. Hosted by J-Town Area Truckers of Joplin, MO at Sycamore Valley. Vans and panels only. Show-n-shine, fishing, swimming, tennis, volleyball, horseshoes, playground, adult and kids games. Plenty of electricity, RV hookups. Door prizes, live music, free beer Sat. night. HOAVC sanctioned. For more info call Mark 417/781-2060, Bob 417/624-4727 or Kevin 417/782-5833, or write J-Town Area Truckers Van Club, c/o Mark Macfee, 1119 Geneva, Joplin, MO 64801.

September 5-7 — Carrollton, OH — Boogie in the Hills VII. Presented by Mid-Ohio Van Enthusiasts at Summit Valley Park. Vans and panels only. Music 'til dawn, lotsa crazy fun, vendors row, beer chug, games, etc. For more info call Jack Wickstrom 216/453-8190 or write Mid-Ohio Van Enthusiasts, P.O. Box 9388, Canton, OH 44711.

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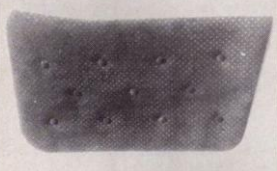

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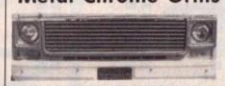

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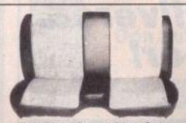

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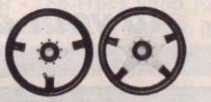

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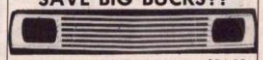

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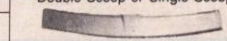

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HAPPENINGS

September 5-7 — Henderson, NC — 3rd Annual Van Jamboree. Hosted by Street Cruisers Van Club at J.C. Cooper Campgrounds on Kerr Lake. Campground surrounded by water for swimming, skiing, boating. "You don't want to miss this one. Make plans now to come and party on the lake with your family and ours." For more info call Ralph Mack 919/683-4448, 477-8983, John Christopher 919/477-1291 or Milton Glenn 919/471-0052, or write Street Cruisers Van Club, P.O. Box 11087, Durham, NC 27703.

September 7 — Tampa, FL — Truck & Car Show. Presented by Ole Truckers Ltd. at Busch Gardens. Pre-'71 vehicles, trucks, 4x4s, muscle cars, street rods, antiques, street machines. Music, awards, and door prizes. For info call 813/681-3912 or 689-7817 after 6pm.

September 7 — Colfax, CA — 4th Annual Colfax Round House Poker Run. Sponsored by Tri City Chapter, Ford Federation. Open to all vehicles. Entry fee — $6 pre-reg, $8 at the gate — includes dash plaques, raffle, and food tickets. Poker run starts at 9am, lunch and raffles to follow. For more info contact Del or Wyn Bennetts, P.O. Box 243, Grass Valley, CA 95945, 916/273-8262.

September 12-14 — Plymouth, WI — The Great Northern Boogie '86. Sponsored by Suds City Vans Ltd. at Plymouth Rock Campgrounds. Vans only. Club, individual and kids games, vendors, show & shine, lots of trophies and awards, music and free beer Fri. & Sat. nights, restaurant and store. For more information call Jim (Flying Dutchman) Talos 414/545-6439, or write Suds City Vans, P.O. Box 21887, Milwaukee, WI 53221.

September 12-14 — Virginia Beach, VA — Truckers Revenge '86. Hosted by Blue Water Vans at the Virginia Beach KOA. Live band, giveaways, games, show & shine, vendors, hot showers, raffles, dash plaques, T-shirts, and much more. This event is for 2WD and 4WD trucks (4x4s, minis, early haulers, street trucks, lowriders, monster car crushers and pickups of every description). For further information contact Blue Water Vans of Virginia, Inc., P.O. Box 7443, Hampton, VA 23666 or call Gene at 804/827-0996.

September 20-21 — Queens, NY — End of Summer VI. Hosted by Star Vans at Roy Wilkins Southern Queens Park. Adults and kids games, giveaways, trophies. For more info write Star Vans, 11644 169th Street, Jamaica, NY 11434, or call Carnell Leach 718/723-6967 or Mean Gene 718/529-5261.

September 21 — Pocahontas, IL — 9th Annual Radius Rod Roundup. Hosted by Radius Rods Street Rod Club at Pocahontas City Park. Pre '49 street rods only, but it's free! For info contact Joe Brown, Box 70, Pierron, IL 62273, 618/654-4911.

September 27 — Cleveland, OH — 11th Annual Dirty City Charity Allye Rallye. Presented by the Cleveland Van Association. Starting line: R.T.A. Rapid Station Parking Lot, Interstate 71 & West 150th. Registration 10 am-2 pm. Free camping Saturday night. Goody bags with dash plaques, games, giant raffle. Proceeds to Camp Cheerful for the Society of Crippled Children. Party at Rallye's end — live rock n' roll, free beer, food for sale. All vans and panels welcome. For more info call 216/251-VANS.

September 27-29 — Bowling Green, KY — Street Racing Nationals. Hosted by the National Street Machine Association (NSMA) at the Beech Bend International Raceway. 12 classes of racing, burn-out contest, paid grudge races, street machine show. Everyone's invited to come race, show or do both. Entry forms and additional information are avilable from the National Street Machine Association, 1508 16th Ave. SW, Box 5278, Decatur, AL 35601, 205/350-4116.

OCTOBER

October 3-5 — Glenrose, TX — Metro Mania VII. Presented by Metro Truckers, USA at Keller's Campground on the Brazos. Live band Fri. & Sat., show and shine, lots of trophies, complete facilities and concessions, free beer, all types of games, swimming, fishing, canoeing, dash plaques, caps, T-shirts, special Tenth Anniversary Celebration. Vans only. For more info write Metro Truckers, USA, P.O. Box 7764, Ft. Worth, TX 76111, or call Rat 817/460-1188 or Bruce (in TX only) 800/442-7950, ext. 0011.

October 5 — Binghamton, NY — North American Mud Racing Association Fall Championship. At the Broome-Tioga Sports Center, Rte. 81, Exit 8. Four-wheel drive & ATV mud races. Classes for trucks (street stock, modified, super-modified) buggies, ATVs and Jeeps. Run against the clock on closed course plus hillclimb for best time. For info call 607/723-3523 days, 607/648-4997 eves; info for entries 716/652-9495, or write to Jack Shutnik, 784 Conklin Rd., Binghamton, NY 13903.

October 10-12 — Long Key, FL — Van-In by the Sea. Hosted by Palm Beach County Van Association at the Fiesta Key KOA. Trophies, club and/or individual costume contest, van show, best decorated campsite, dash plaques, Mr. & Ms. Van-In by the Sea. For more info call Ray Bell (Pa Bell) 305/793-8172 or Terry Sansbury (Termite) 305/734-7543, or write PBCVA, 135 Alcazar St., West Palm Beach, FL 33411.

October 12 — Pomona, CA — Antique Auto, Corvette & Porsche Swap Meet & Car Show. At the Los Angeles County Fairgrounds, 5 am to 3 pm, rain or shine. General admission $3.50, children free. For further information call 714/547-5257 or 714/836-7892.

October 24-26 — Lake Lure, NC — Chimney Rock F-100 Run. At the Lake Lure Community Center. Free beer, food, trophies, cash awards, games, raffle including a complete pickup bed. Halloween party. For information contact Don Jacks, Rt. 4, Reedy Fork Rd., Greenville, SC 29605, 803/277-5285. ■

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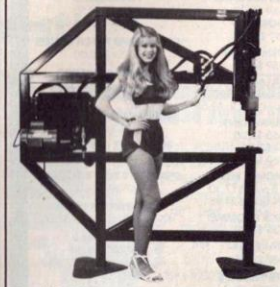

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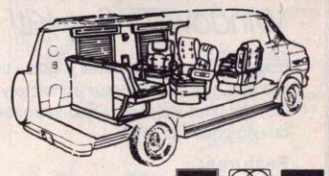

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IROC-S

Continued from page 27

Unlike the race-bred IROC Camaro, his truck features pure comfort in the form of Midnight Blue velour seats, upholstered by The Trim Man. Matter of fact, Carmen Pisano, brother of drag racing's Joe Pisano, fabricated the Wedge Engineering seat frames, which incorporate special lumbar supports. Jordan has many ties with the drag racing world due to a ten year interest in racing VWs, and he now competes with a '69 Chevelle which runs 10.90 at 123 mph! He also sponsors "Father Knows Best" star turned speedway racer, Billy Gray!

And, when we turn to talk about power, it isn't about the stock 2.8 liter V-6 purring underneath the hood; *power* on this truck refers to the stereo system! The good guys at Precision Car Audio installed an Audia TRX 100 stereo, Pyle four-by-six dash speakers, Audax tweeters and Peerless mid-range door speakers, four six-inch Peerless woofers in the rear in two bass enclosures, and two Monolithic amps of 100 and 150 watt capacity. Add on the V.S.W. remote alarm and you have a $3,000 boom box cab!

The factory Frost White paint was enhanced by the talents of Marion's Detail and Bill Craig's Detail with Jules Pinstriping picking up the lettering credits while Mark Johnson aided with the mechanical stuff. Ask Michael about his IROC-S and he'll tell you that, "It's just an everyday work truck." He should add . . ."that anyone would be proud to own." ■

TECH & SPECS

VALUE: $15,000
BODY:
Modifications: Bra, tonneau cover by The Trim Man
Paint: GM Frost White
INTERIOR:
Upholstery: Midnight Blue velour by The Trim Man
Carpet: Dark blue
Electronics: Precision Car Audio sound system
Other: Johnson cellular phone
DRIVELINE:
Engine: Stock 2.8 liter V-6
Transmission: Five-speed
Rear End: 3.73 posi
Other: KYB gas shocks
SUSPENSION:
Front: Modified stock coils
Rear: Leaf spring with lowering blocks installed by Mark Johnson Enterprises
WHEELS: ProLine, polished by C&W Tire Service
TIRES: 195x60 Riken
OTHER MODIFICATIONS: Striping and lettering by Jules Pinstriping. Fitted with a 20 gallon gas tank.

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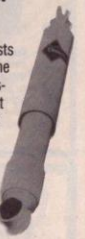

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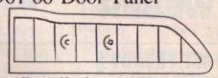
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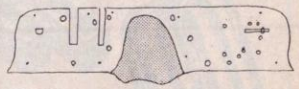
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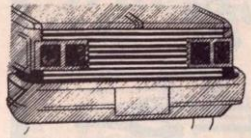

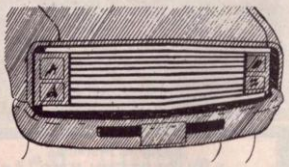

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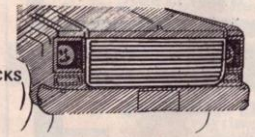

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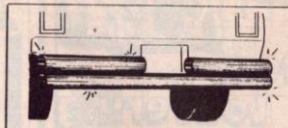

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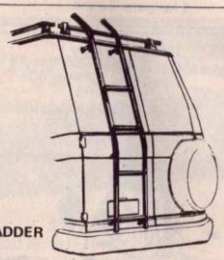

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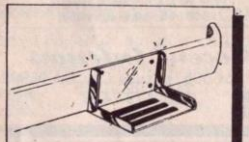

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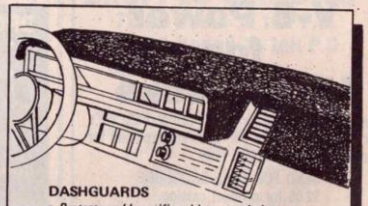

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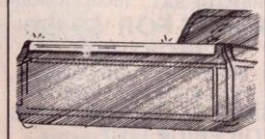

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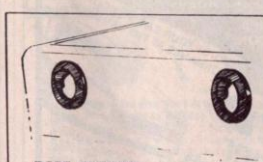

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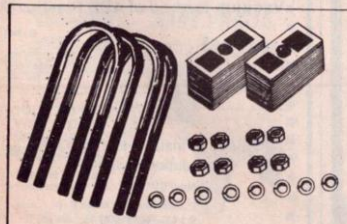

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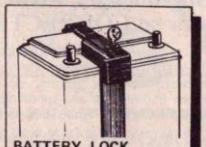

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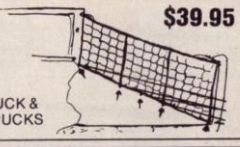

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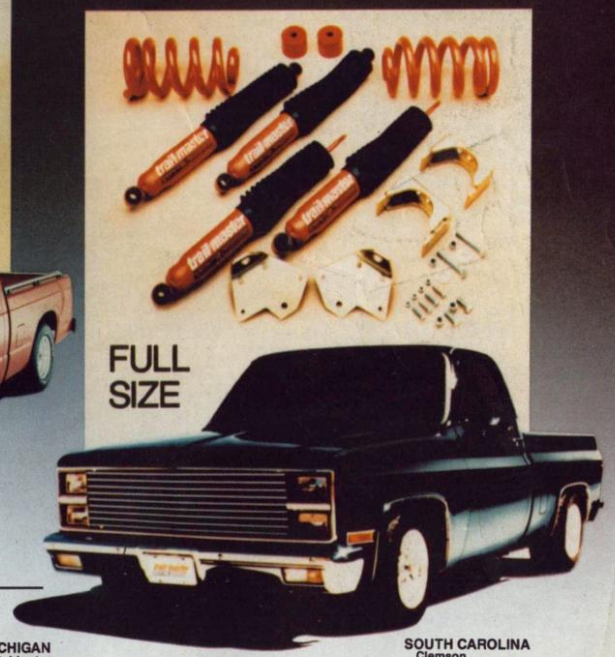

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